

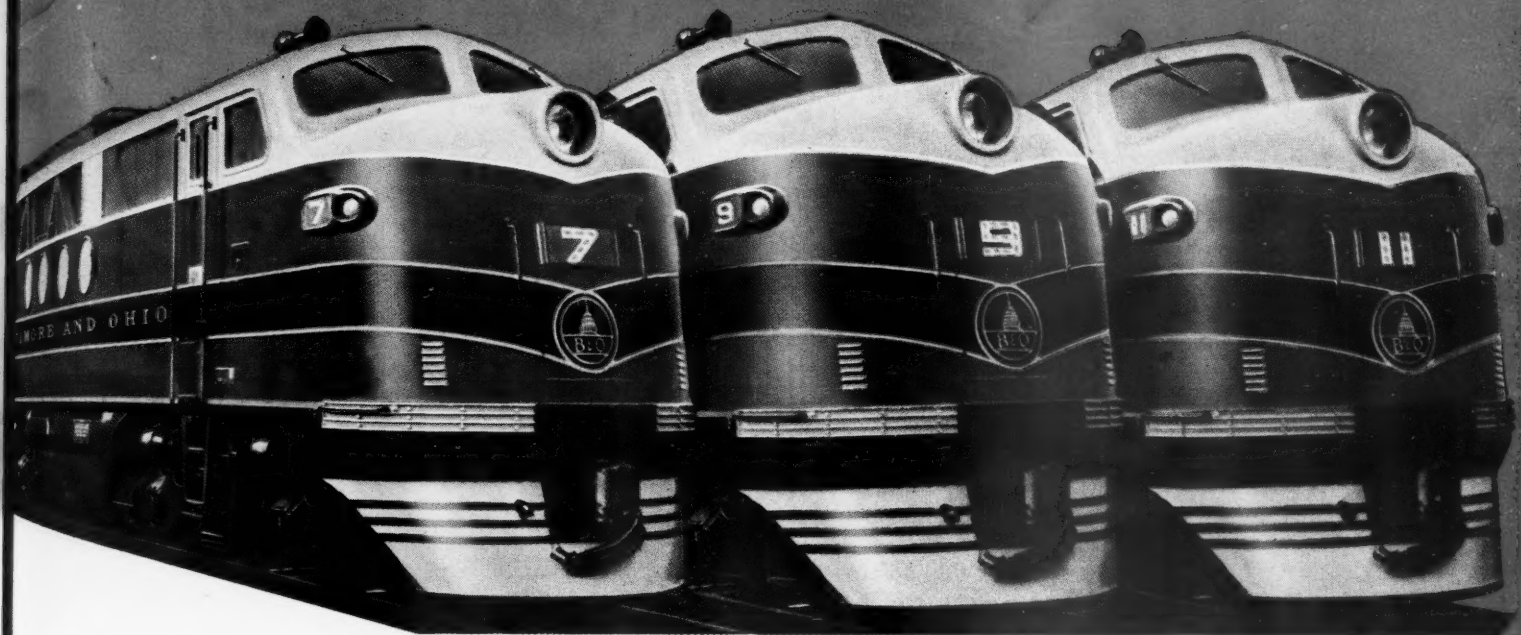
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Railway Age

Founded in 1856



**"They
keep
them
running"**

**GENERAL MOTORS
LOCOMOTIVES**

THAT'S the finest tribute that can be paid to a Diesel maintenance crew.

And it's justly due the Diesel Maintenance Organization of the Baltimore & Ohio Railroad.

For they kept these three General Motors Diesel locomotives running for two years between Cumberland, Md., and Washington, Ind., daily, without a major overhaul. Between January 20, 1944 and January 31, 1946 these three locomotives had accumulated perfect performance on a combined locomotive mileage of 850,299. Their lifetime record — from August 13 and October 23, 1943, up to January 31, 1946 — is 1,020,580 miles, which certainly gives them veteran status among General Motors Diesels.

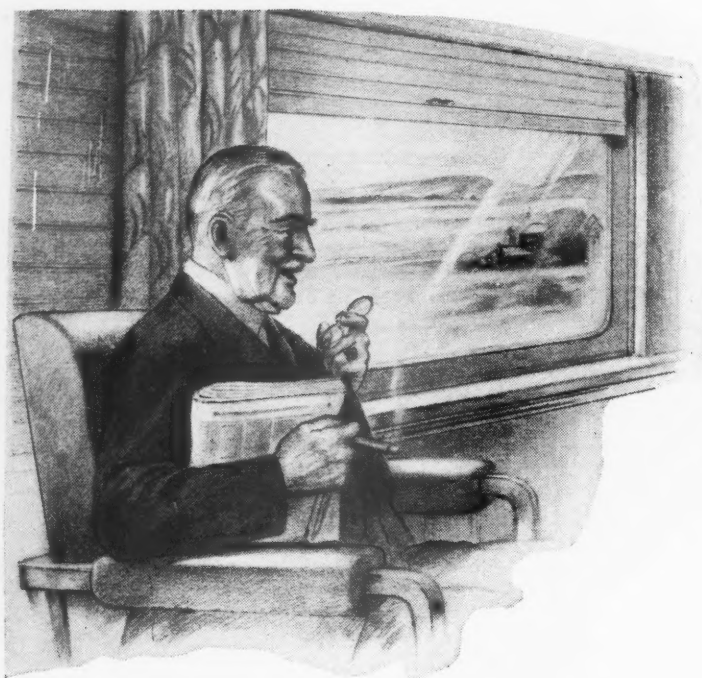
Of course, inherent qualities of design and manufacture of the locomotives also figure highly in such record-breaking performance.

YOUTHFUL IN STAYING POWER • VETERANS FOR PERFORMANCE

ELECTRO-MOTIVE DIVISION

GENERAL MOTORS

LA GRANGE, ILL.



It Costs Me Money to Subsidize Railroad Competition,

says

R. R. Rider

(Number seven of a series)

Public handouts are taken as a matter of course these days, and some people see nothing unfair in the way government practically subsidizes trucks and airlines to the competitive disadvantage of railroads. "What if the trucks *don't* pay their full share of highway expense," they say. Or: "Maybe taxpayers *do* pay for airports which benefit airlines almost exclusively. What are the railroads kicking about; didn't the government help them *plenty* in the old days?"

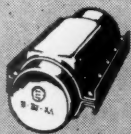
Then they'll bring up that old one about land grants. That's an easy one. I just point out that land grants cost the taxpayers nothing in cash; that the railroads converted worthless land into tax-producing acreage. It is a fact that the land grant idea was the most profitable scheme that any government ever dreamed up.

When early railroads were helped with cash, it was often in the form of an investment—such things used to be permitted. Sometimes it was a mighty profitable thing for the government, too. For example: About a hundred years ago the Commonwealth of Virginia bought less than \$300,000 worth of stock in a little railroad just starting. Today that stock is worth—because of stock dividends—over one and three-quarter millions, and it has paid nearly five millions in cash dividends! Just taking the original investment into account, the 1944 dividend rate was better than 50 per cent, and it has *averaged* about 16 per cent for over a hundred years! I wish my great grandfather had bought some of that!

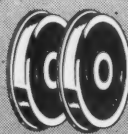
The point is that any government help to railroads can be profitable to the government itself, but I can see little except a drain on public revenues in all the things being done for other forms of transportation.

Edgewater

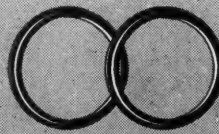
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Published weekly by Simmons-Boardman Publishing Corporation, 1309 Noble Street, Philadelphia, Pa. Entered as second class matter, January 4, 1933, at the Post Office at Philadelphia, Pa., under the act of March 3, 1879. Subscription price \$6.00 for one year U. S. and Canada. Single copies, 25 cents each. Vol. 120, No. 25.

Railway Age

With which are incorporated the Railway Review, the Railway Gazette, and the Railway Age-Gazette. Name registered in U. S. Patent Office.

Vol. 120

June 22, 1946

No. 25

PUBLISHED EACH SATURDAY BY THE SIMMONS-BOARDMAN PUBLISHING CORPORATION, 1309 NOBLE STREET, PHILADELPHIA 23, PA., WITH EDITORIAL AND EXECUTIVE OFFICES AT 30 CHURCH STREET, NEW YORK 7, N. Y., AND 105 W. ADAMS STREET, CHICAGO 3, ILL.

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Constructed with the needs of running maintenance and heavy repairs in mind, the shops at Havre and Great Falls, Mont., embody many features which speed up operations.

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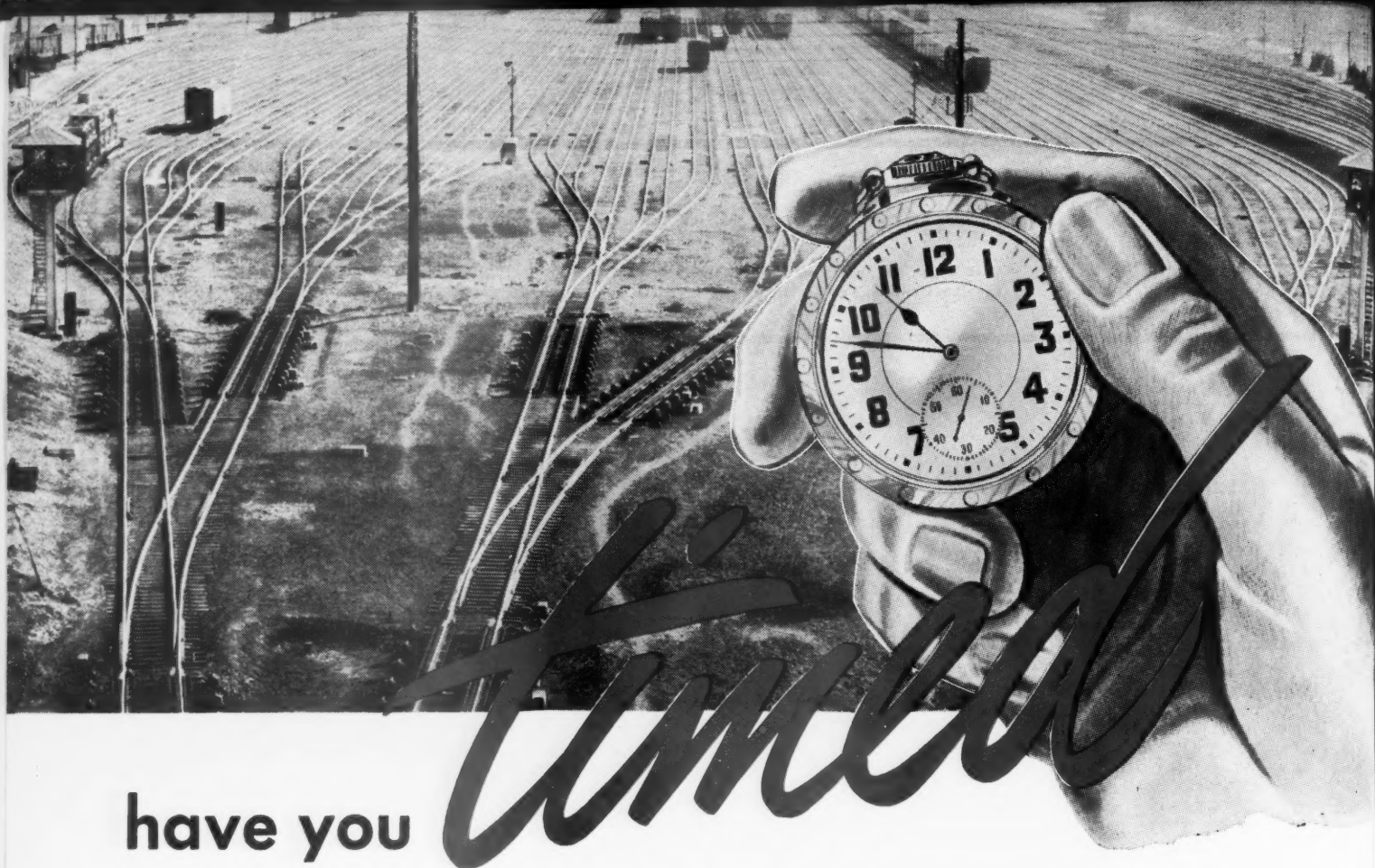
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The Railway Age is indexed by the Industrial Arts Index and also by the Engineering Index Service.



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your freight classification lately?

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of average savings of 25c per car classified, and average annual return on investment of 42%.

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costs to you; secure greater utilization of rolling stock; and add more dollars on the profit side of the ledger.

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The Week at a Glance

FATHERLY ADVICE: While the Interstate Commerce Commission is not disposed at this time to undertake a general investigation of water-competitive railroad rates, it has suggested to the two government agencies (the Maritime Commission and War Shipping Administration) that sought it that there is nothing to prevent them making specific complaints about any rail rates they consider illegal or unreasonable. Moreover, says the commission (as reported in the news columns), the water carriers are always at liberty to publish higher rates if they consider those now prevailing too low, and differentials and fourth section orders, if effective, can then be adjusted if good reason is shown for such action.

SHOP FOR DIESELS: With 26 Diesel-electric road locomotives of 4,000 hp. or more to keep shipshape already, as well as a large fleet of Diesel-powered switchers, the Great Northern recognized the need for spacious, efficient, well-equipped shop facilities specially designed to service these units with maximum speed and economy and to make heavy repairs, when needed, with the least practicable delay. The design and equipment of the new shop at Havre, Mont., are the subject of an illustrated article in this issue. Working conditions have been made particularly appealing to employees, with ramps and stairs strategically located, ample headroom between platform levels, large areas of glass block in the walls, and accessible tunnels for storing wheels and related parts.

SLOW PROGRESS: After long deliberation the Senate interstate commerce committee has reported the Bulwinkle bill (sanctioning joint carrier action on rates and similar matters, subject to Interstate Commerce Commission regulation) to the Senate, with Chairman Wheeler in the minority opposing it, despite some amendments intended to meet his objections. Senator Clyde Reed appears to be the bill's principal champion on the floor. In view of the concern of many members of Congress (including Senator Wheeler) over the progress of their election campaigns, and the likelihood of early adjournment, the prospects for passage of the bill are reported to be somewhat less certain than the Justice Department's opposition.

WHOSE CONVENIENCE?: There is no shortage of reasons why there are not more car-floor-level passenger station platforms in this country, but an editorial this week inquires whether those reasons are good enough if travelers have made up their minds that they want high-level platforms. In normal times the number of persons who cannot avoid riding on trains is seldom sufficiently large to justify running them. But some of the people who can avoid using trains do not want to avoid using them when the railroads provide (graciously and voluntarily) the conveniences and comforts they demand or expect (along with the economy and safety they take for granted). It is the railroads' prob-

lem—and their opportunity—to see that a great many people feel that way. Relatively small changes in practices and facilities frequently can contribute to that end to a degree all out of proportion to their practical importance. High-level platforms may be less convenient for the railroads, but if they are sufficiently more desirable in the eyes of the railroads' customers, the railroads can afford to adjust themselves to some inconvenience.

MARCH PURCHASES: Expenditures by railroads for materials, supplies and fuel (not including new equipment) in March of this year were about on a par with the January figures, and a little under March, 1945. They were considerably above the totals for February, 1946, which was the low month in this respect since May, 1943. Detailed data on current railway purchases, with comparisons with previous periods, appear on page 1219.

NOT ENOUGH CARS: A variety of I. C. C. service orders, including the restoration of super-demurrage charges on box cars and the renewal of Car Service Division Chairman Kendall's diversion authority, indicate the seriousness with which the threat of a car shortage is viewed in Washington. As noted in the news columns, Mr. Kendall has warned shippers and carriers again that no measure that will contribute to faster turn-around and more intensive utilization of cars, of box cars particularly, can be neglected if the economic welfare of the country is not to suffer. With an inadequate car supply normal commercial and operating delays cannot be encouraged or condoned while loadings remain at record-breaking levels.

BIGGER HOPPERS: Triple-outlet, high-capacity, partitioned, covered hopper cars—developed by A. C. F. and under construction for two southwestern carriers—are intended to meet the variable requirements of bulk commodity transportation where weight per unit volume may fluctuate over a wide range. Specifications and structural details are set forth this week in an illustrated article on page 1212.

A NUMBER TO REMEMBER: Another investigation on its own motion has been undertaken by the I. C. C., this week's news pages report, this one being devoted to an exploration of railroad and trucker pick-up and delivery services and I. C. C. rates. No. 29555, therefore, promises to be one more historic rate proceeding.

BRIEFLY NOTED: Secretary Wallace thinks it would be a good idea to get rid of the government barge line now—its bond backlog is evaporating in the heat of recurring deficits. . . . Gross in May was a third less than in 1945. . . . We report the results of the pre-hearing discussions of the I. C. C. plan to require signals where train speeds exceed 50 m.p.h. . . . The "Sunshine Special" soon will run from New York to Texas via St. Louis.

STOVER SPEAKS OUT: In an article in this issue by President Stover of the Chicago & Eastern Illinois, railroad management is accused from within its ranks of a shocking failure to tell the American public what it has a right to know—what it would be greatly to the railroads' advantage for it to know—about the railroads' problems and prospects. That public recently has been awakened to a realization of its complete dependence on an efficient, progressive system of railroads, but the awakening is due, not to any unusual action or effort of the railroads to inform the public, but to the paralyzing effects of the brief strike of two railway unions. The strike was broken by government action under public pressure, but the settlement is only a truce, and there is still trouble in the offing. What this railroad president asks is *immediate* joint action by all the railroads to develop an aggressive, positive public relations policy. He wants the public to have a broader concept of the service the industry performs and a better understanding of the technical and economic and political problems it faces. With such an understanding, he predicts more intelligent support from the public in arriving at solutions of those problems which will permit the railroads to maintain their proper and essential place in the national economy.

TIME FOR DECISION: The questions which Mr. Stover has raised call for an answer, our leading editorial points out, and that answer must be made, in the end, not by the railroads' public relations officers, but by their chief executives. It must be decided whether public relations work really is important to the railroads. If it is, then it must be decided whether that work can be done more effectively than it has been done in the past. If it can be done more effectively—and Mr. Stover, for one, has no doubt on that score—then it must be decided whether the public relations officers have fallen down on the job through their own shortcomings, or whether they have not been given the authority, and the freedom, and the means they need to produce the results that the times demand. In either case, it becomes the responsibility of management to conceive and execute appropriate corrective measures.

STOCKHOLDERS' HOPE: Passage by the Senate of a bill to implement debt readjustment by railroads undergoing section 77 reorganization, without subjecting their equity holders and junior creditors to the Interstate Commerce Commission's "wringer," and earlier actions by the House favorable to such legislation, have led to predictions that a bill for this purpose will be sent to the White House before Congress goes home. As explained in the news pages this week, the Senate bill would not affect the reorganization of the Seaboard or Denver & Rio Grande Western, or various smaller carriers. The Rock Island, Central of New Jersey, New Haven, Frisco, Cotton Belt, and Missouri Pacific are among those to which it would apply.

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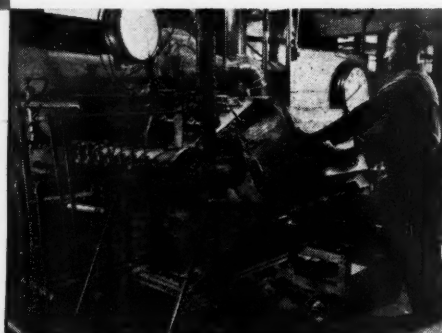
First, We Launder the Rubber — Multiple milling and washing rids the wild Up-river fine Para rubber of harmful impurities and water-soluble matter.



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We Add "Balancing" Ingredients — Nearly 70 years of know-how determines the amount of selected chemicals that add "balance" to the rubber.

In the Automatic Banbury Mixer — the rubber and other compounding materials are mixed in accurate quantities and gently kneaded for a specified period.



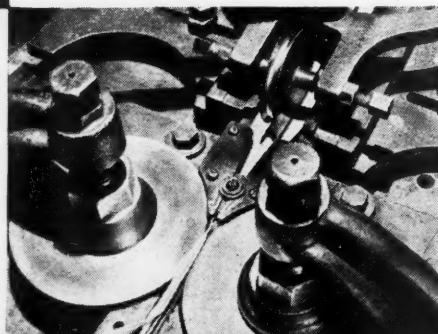
Obtaining Smooth Compound Texture — After fine mesh screening, the compound is squeezed into paper-thin sheets to insure uniform dispersion of particles.



Then Control Room Checks the Mix — On-the-spot vulcanizing of compound from each batch provides samples for check tests before calendaring.

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OKONITE



insulated wires and cables

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RAILWAY AGE

The Trouble with Railway Public Relations Work

Holly Stover, president of the Chicago & Eastern Illinois, has written a letter about public relations activities to the presidents of all member roads of the Association of American Railroads. His letter is published as an article in this issue of *Railway Age*.

Railway associations and individual railways have a larger number of able public relations officers now than they ever had before. Public sentiment recently has been more friendly to the railways than within a half century. This friendly public sentiment is due to improvements that have been made in railway service; to the complete contrast between the results of government operation during World War I and private operation during World War II; to the public relations work done on behalf of the railways for a long time, especially within recent years; and to the terrible "break" made by A. F. Whitney and Alvanley Johnston in leading the Brotherhoods of Trainmen and of Locomotive Engineers into the recent wholly indefensible strike.

Where the Credit Belongs

With due respect to all others who have made contributions, the *Railway Age* expresses the opinion that the three men who within the last one-third of a century have contributed most to improving the railways' relations with the public have been W. G. McAdoo, A. F. Whitney and Alvanley Johnston. McAdoo, as director-general during World War I, made government operation of railways so odious that the New Dealers were afraid to try it again even in time of war. And Whitney and Johnston, by their stupidity in actually stopping railway operation, destroyed the myth that the Railway Labor Act could be relied on to prevent strikes because all railway labor leaders were too "conservative" to use against the public the monopoly power that the Railway Labor Act had helped them acquire.

The *Railway Age* in large measure agrees with the criticisms of railway public relations activities that Mr. Stover has expressed in his letter to his fellow presidents. But this paper believes that the shortcomings of these activities have been due much more to railway managements than to public relations officers. It is unquestionably true that both railway employees and the public know much less about the railways than it is desirable they should know. And they know so little of what they should know because adequate means for informing them and keeping them informed have not been adopted. But who has failed to adopt, or has prevented

from being adopted, adequate means of informing them?

During the recent series of important labor disputes and strikes, numerous companies and industries broadcast facts and arguments in advertisements in the newspapers. The railways had against the Brotherhoods of Trainmen and Engineers a better case than any other company or industry had against any labor union, because the railways' dispute with the trainmen's and engineers' unions had been passed upon by a fact-finding board that had not been improvised by President Truman but had been appointed by him under the Railway Labor Act, a federal law passed by Congress twenty years before. But the railways did not use the best means available—newspaper advertising—to present their case against the trainmen's and engineers' brotherhoods to the public.

The really important issues involved in the railway problem at any given time *always* are highly controversial. These issues raise controversies with the New Dealers, or rival means of transportation, or the shippers, or the Interstate Commerce Commission, or the labor leaders, or the governors of the Southern states. These are precisely the kinds of issues regarding which public relations officers should begin widely disseminating information as soon as they are raised—first, because they are the issues information about which railway employees and the public will take the most interest in, and, second, because the issues that are controversial at any given time are the issues that *actually constitute the railway problem at that time*.

The Source of Authority

But who really decides what shall be said for the railways about an important labor dispute? The conference committee of managers. Who really decides what shall be said for the railways about a rate case? The lawyers. Who has really decided in what publications the advertising of the Association of American Railroads should be placed? The chief executives. Under this system of controlling public relations activities, the presentation on behalf of the railways of vitally important controversial issues usually has been "too little and too late."

The questions raised by Mr. Stover's letter merit very serious consideration by railway chief executives. This consideration should lead them to decide whether, in their opinion, public relations work really is important. If they decide it is important, they should decide whether it is being done as effectively as it should and

could be. If they decide it is not being adequately done, they should decide either that their present public relations officers are not competent and get others, or that their present public relations officers are competent and should be given the rank, freedom of action and authority necessary to enable them to say and do what they should say and do.

We emphasize in conclusion that public relations work, like charity, should begin at home, and that the chief executive of each railway can best contribute toward it by having it well done in his own territory. The public relations work done for railway associations and individual railways usually is criticized most severely by chief executives who have had little or no such work done on their own railroads, and who, therefore, have not begun to learn by hard experience that winning and keeping for a great industry the understanding and active friendship of many millions of people is a task of unsurpassed importance, magnitude and difficulty requiring proportionate intelligence, patience, perseverance, expenditure and ability.

Government Meddling

The traditional one-armed paper hanger afflicted with fleas was a calm and unharried man by comparison with the present state of transportation officers and members of the Car Service Division of the Association of American Railroads. As fast as one problem is solved, half-a-dozen others crop up; and when these have been worked out, there are many more to take their place.

During the first 13 weeks of 1946 the loading of box cars averaged 18,500 cars more per week than during the last 13 weeks in 1945, the latter including the peak fall traffic. Immediately prior to the ending of the war, the railways were loading between 365,000 and 367,000 box cars per week, whereas before the various strikes occurred they were loading 380,000 to 384,000 box cars weekly. In other words, the demand for box cars exceeded those made upon the railways during the war.

As indicative of the problems faced, early this year the reports of government agencies indicated that the largest surpluses of grain were located in the Northwest. Based upon this and government urging that the railways do everything possible to expedite the movement of export grain to areas where famine is threatened, a large surplus of box cars was painfully gathered by the railroads in the northwest territory. The farmers thereupon refused to release the wheat at the current prices, and these badly needed cars stood idle at the elevators. If such wheat could have been moved at the time the cars were ready for it, these cars would have been available for distribution in the southwestern wheat states in time for the harvest. Just when it appeared that the force of circumstances would require the movement of these empties from the northwest territory, the government offered a 30 cent bonus on relief wheat if delivered before May 25. On the Chicago & North Western, for example, this resulted in an increase of 100 per cent in wheat loadings.

The supply of empties and the transportation of loaded cars for the nation's annual wheat harvest had been worked out, in the peace-time years, to almost an

exact science, with a minimum of empty car-miles and a maximum of service to the shippers and the grain elevators. Government meddling with the wheat crop would have reduced this formerly efficient operation to complete chaos had it not been for the hard work and ingenuity displayed by officers in charge of car distribution. They are still required to devote an immense amount of time to this exacting task, but it appears now that despite all the difficulties, the wheat may be handled in at least fairly satisfactory fashion.

Train-Floor-Level Passenger Platforms

Most of the railways of the country are out to hold and win passenger business—and the public is looking for “big things” from the railways in passenger train comfort and speed in the days ahead. To the extent of their ability under the handicaps of the past 15 years of depression and war, the railroads have evidenced their intentions in the form of new passenger equipment, and also in the modernization of at least some passenger stations. One consideration in the interest of the public, however, appears to have been given less attention than it warrants, i.e., that of providing train-floor-level platforms at the more important passenger terminals.

With increasing frequency and volume, the protest against the low, near-rail-level platform is rising. From the standpoint of much of the public there is no defense for low platforms, and any explanations attempted by citing the disadvantages of the high-level platform to normal station operations is usually met with the rebuff that several important stations, including Grand Central at New York, have had high-level platforms for years, and that the railroads using them are still operating successfully.

Writing to the *Railway Age*, one friendly critic says, “Where low platforms prevail, need anyone call attention to the difficulty of boarding a train with two large bags, a box of lunch, and a four-year-old child? Or of getting off a train? Or of that last high step? Has anyone figured out how much time could be saved by train-floor loading and unloading? And what about the matter of increased safety?”

These are pertinent questions, especially as they apply to the more important terminal stations of the country, where large numbers of coach passengers are handled daily, and where the time required for loading and unloading is often a matter of importance.

But there always have been and may always be offsetting disadvantages to the high-level platform, at least at some locations, which railway officers cannot overlook—in the interest of the public, whether the public realizes it or not. One of them has been, and continues to be, the different widths of passenger train cars, especially on different roads using the same stations. This was one of the major considerations which led to the adoption of low-level platforms at the Chicago Union station when it was built in the years 1913-1925—a proposed plan for high-level platforms having been abandoned when a check showed a wide variation in the

widths of the cars that could be expected to be brought into the station. Equally important have been the inherent difficulties attending the inspection and servicing of the underframes and running gear of equipment where high platforms are involved.

There are other disadvantages to be found in high-level platforms, but the railroads cannot afford to abandon their search for means to overcome them. If the public *wants* high platforms, then it must be remembered that the public is "in the driver's seat".

Better Housing May Help

Some railroads are still experiencing difficulty in obtaining all the labor they need for maintenance of way work, especially work that is done by extra gangs housed in company dwellings or outfit cars. The easiest explanation of this is that there is still a shortage of man-power in industry and that workers generally are not likely to seek employment in a railroad maintenance gang while better-paying work, perhaps of a less arduous nature, is available. Where floating gangs are concerned this explanation is supplemented by the argument that, with jobs available near home, workers are less prone to accept employment that requires them to be away from their families for considerable periods.

Before taking for granted that any current shortages of workers are due altogether to factors beyond the control of the railroads, the officers who must deal with this problem may find it profitable to explore more thoroughly their own backyards for conditions bearing on the situation. A suggested avenue for such investigation is the character of the housing accommodations furnished for extra gang workers. This has been given a great deal of attention over the years, and received special consideration during the war when the acute shortage of man-power required many railroads to construct additional and better housing facilities as a means of attracting and holding men. There are indications, however, that renewed attention may well be given to it in some instances.

Much information has been developed regarding the standards with which employee housing accommodations should comply if workers are to be contented. Many railroads have provided facilities conforming to these standards. On the other hand, on some roads the living quarters afforded, especially outfit cars, are lacking in varying degrees in the appointments—clean and comfortable living quarters, adequate showers and other sanitary facilities, and recreation rooms—that have come to be recognized as necessary to the peace of mind and wellbeing of employees, and, hence, to a stable working force.

The provision of satisfactory living accommodations is obviously only one phase of the problem of securing and holding maintenance workers, but it is an important one. Some railroads are side-stepping this aspect of the problem by transporting men considerable distances to and from the job daily—sometimes 40 miles or more each way—to permit them to live at home, but this expedient has disadvantages and definite limitations. Where conditions require that workers continue to be housed in outfit cars or labor camps, the modernization

of such facilities, if they are below par, may constitute an important step in solving the man-power problem.

How Long Can This Go On?

Since the beginning of 1944 the railroads of this country have spent many millions of dollars for new shop machinery, much of which has already been installed and is operating to increase output, improve the standard of accuracy and reduce the cost of producing locomotive and car parts. Along with these outlays the railroads have spent other millions of dollars for collateral facilities—such as tooling equipment and handling equipment—to assure maximum production at minimum cost.

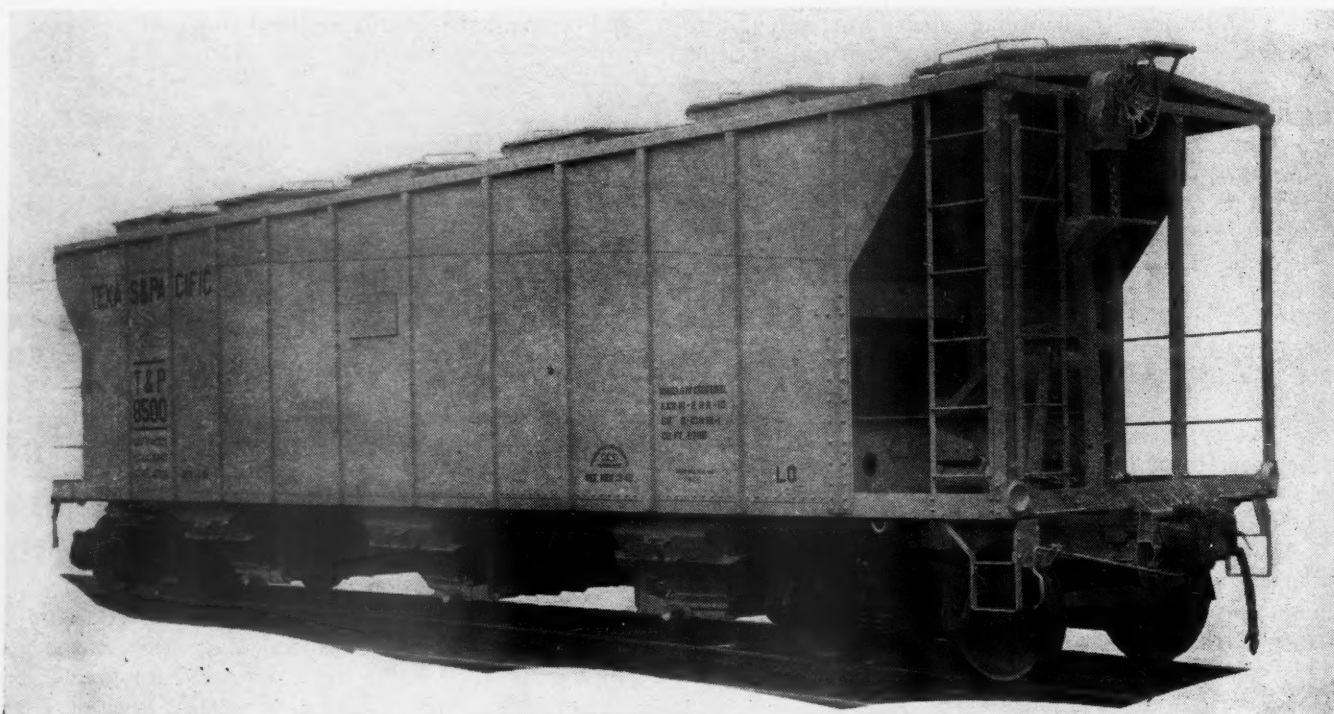
Many of these new machine tools have built into them a potential productive capacity far beyond the requirements for volume in a railroad shop. Because of this necessarily limited demand, the major reason for their installation is the increasing need for greater accuracy in machining locomotive parts. Other new machines have been installed where the railroad is desperately in need of every last unit of output that can be built into or taken out of such a machine, yet, for causes which have not been openly discussed, the railroad is not getting the production it is entitled to as a result of having invested its capital in the machine.

One such machine performs a boring and facing operation on an important locomotive part. The old machine was able to produce only 56 parts in an eight-hour day, so \$34,520 was invested in a new machine and tooling equipment and handling equipment to lighten the operator's work and permit him to get the 130 parts in eight hours that the machine was designed to produce. Yet, after four months' operation, the maximum output is still only 72 parts.

On a two-weeks' test run at the builder's plant the machine averaged 132 parts in eight-hour periods, so there is no question of the capacity of the machine. It costs \$4.10 an hour to operate—fixed charges, power and wages included. At 72 parts in an eight-hour day the cost per part is 41 cents; at 130 a day it would be 23 cents. The railroad is not only "paying through the nose" by way of increased cost of parts but is being denied the service of over 13,000 parts a year that are badly needed.

The failure to get the real value out of this machine is simply the unwillingness of the operator to handle the machine in such a way as to get 130 parts in a working day. Every discussion of the situation with the shop committee has resulted in the suggestion that the shop management "put on a second-trick operator." This is no problem of "featherbed rules." It is not as complicated as that. It is just a plain case of laying down on the job.

Sooner or later this is an issue that is going to have to be taken right by the horns. If a railroad is going to have to pay over 80 per cent more for a locomotive part, in labor alone, than it should pay after having invested over \$34,000 to reduce its costs, it is time somebody found out why.



Covered Hopper Cars of High Capacity

Three hoppers of cars designed and built by American Car and Foundry Company are separated by partitions

A TRIPLE-OUTLET covered hopper car having a nominal capacity of 70 tons and 2,840 cu. ft., a light weight of 57,300 lb., and an overall width based on the A. A. R. unrestricted clearance of 10 ft. 2½ in., has been developed by the American Car & Foundry Company, New York. Fifty of these cars are being built for the Texas & Pacific and 25 are on order for the St. Louis Southwestern.

The object of increasing the volume is to meet the changes in transportation requirements for shipping bulk commodities, especially where a wide range of weights per cubic foot is involved. The successful handling of bulk commodities in covered hopper cars has been instrumental in broadening the use of such commodities where weatherproof protection is a requirement. The effectiveness of the car is promoted by dividing the body into three vented compartments which can be unloaded separately or simultaneously, and the possibility of return loading is believed to be increased by its large volume capacity and three pairs of hoppers.

As compared with the last covered hopper car developed by this builder,

this present design has an increased capacity of approximately 800 cu. ft. when taken to the junction of the roof sheet and the side plate, and 784 cu. ft. to the top of the horizontal web of the side plate. The increase in the light weight amounts to 4,100 lb.

The Car Structure

The underframe is made up of A. A. R. rolled-steel Z-section sills, Section Z-26, with angle side and end sills. Wide angle diagonals are connected to the junction of the side and end sill and the bolster and center sill with gussets at each corner of the car.

The bolster is a 24-in. I-beam resting on top of the center sills. It supports the end hopper floor sheets through pressed-steel connections, and built-up welded I-sections attached to the underside of the bolster and to the sides of the center sill form the supports for the side bearings. The center plates are drop forgings which are bolted to the center sill and bolster filler.

The two center partitions continue down below the floor slope sheets to the top of the center sills and are joined to

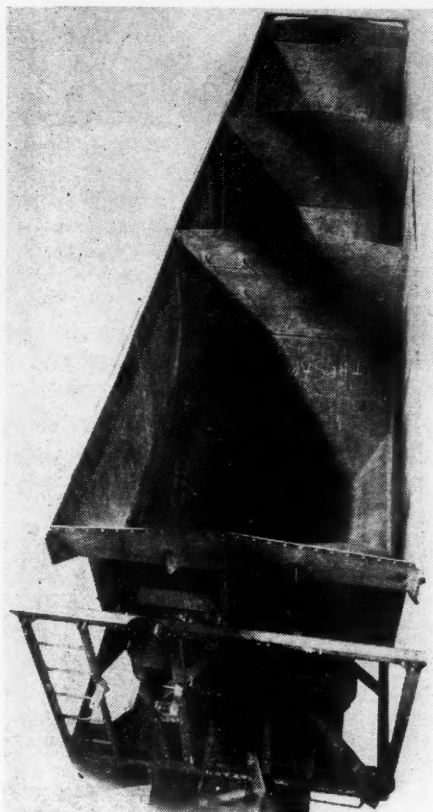
flanged cross-bearer webs which extend across the car between the side sills and center sills. The four upper crossridge slope sheets extend between the car sides and from the partition to a point slightly below the center sill, where they are welded to the lower crossridge sheets which extend to the discharge gates. These slope sheets are stiffened both horizontally and longitudinally by zee-bars and rolled-steel angles welded to the sheets. Similar stiffening is also applied to the two end floor slope sheets. These extend from the body carline angle to a point slightly below the center sills, where they are welded to the end floor-sheet extension.

There are six outside and six inside longitudinal hopper sheets. The outside ones extend downward from the side sheets and slope inward to the discharge gates. The inside sheets continue down from the longitudinal hoods over the center sills to the discharge gates.

The hopper structures are supported by transverse pressed-steel ties which extend across the car below the center sills at the front and rear of each hopper. The outer ends of these ties are welded to angles, thus forming a contin-

uous frame support around the hoppers. The inside hopper sheets are further reinforced by pressed-steel flanged stiffeners which extend across under the center sills between the sheets.

The discharge gates, six per car, are of the sliding-gate type and are manually operated to permit a full or partial opening. The end sheets, the crossridge floor slope sheets, the hopper sheets and the hopper partition sheets are of $\frac{1}{4}$ in. thickness. The side sheets are No. 7

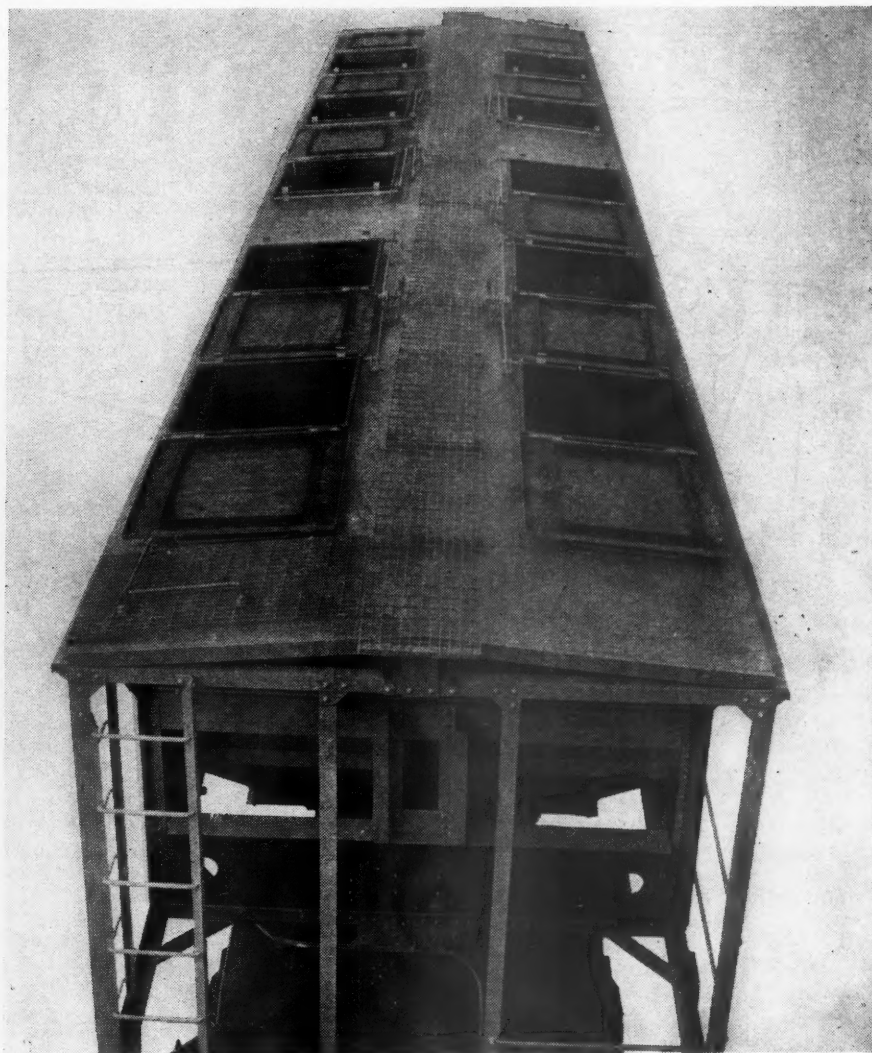


All joints on the interior are welded

gage and the roof sheets, No. 11 gage, U. S. S.

There are two side plates per car, the main one a zee-bar riveted to the roof sheets and the sub-plate of angle section, riveted to the side sheets, and the two riveted together. There are 20 side posts, all of which are welded to the side sheets where these are in contact with the lading. All joints inside the car between sheets in contact with the lading are also welded.

The roof, hatches, and connections are waterproof. The ten hatches are of No. 7 U. S. S. gage and the covers of No. 11 gage open-hearth steel. The hatch door-locking bars are operated from the longitudinal running board. The hatches in the end compartments are operated by one handle for each two doors on the same side of the running board. The two center hatches are each operated by a separate handle. To facilitate entry



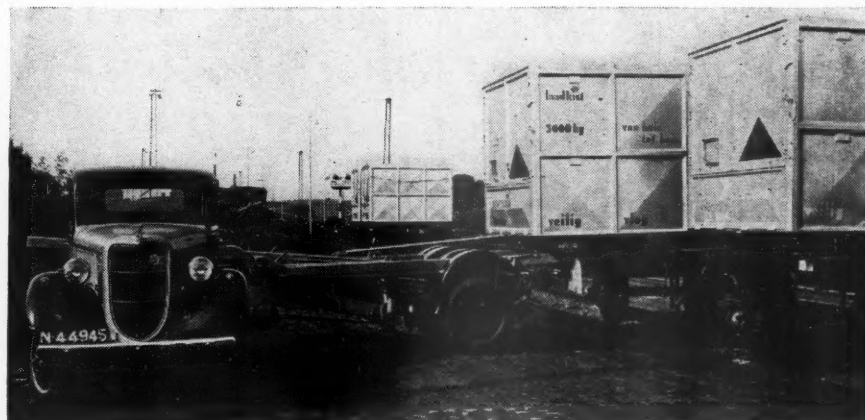
The hatch door locks are operated from the running board

into the three compartments, grab handles are applied to each.

The trucks have a nominal capacity of 70 tons. The one-wear rolled-steel wheels are 33 in. in diameter and mounted on 6-in. by 11-in. journals. The side

frames are the A. S. F. A-3 Ride Control, spring-plankless, integral-box type and have $3\frac{1}{8}$ -in. spring travel. The truck center plate is cast integral with the bolster and the dead-lever bracket is riveted on. The wheel base is 5 ft. 8 in.

* * *



A 5-Ton Capacity Container

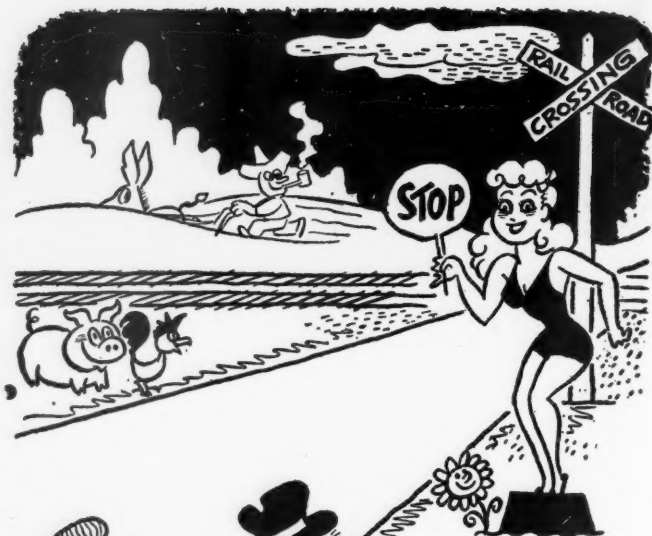
Manufactured by Van Doorne's Aanhangwagenfabriek, Eindhoven, Holland, it is transferred to a motor truck from a flat car of the Netherlands State Railways, for delivery to the consignees. By means of a tilting device on the truck trailer and small wheels on the container, the latter can be transferred mechanically to and from the ground, railway car or freight platform. The truck-driver alone can perform all operations required in handling these units. Three of these containers can be carried on the small flat cars in use in Holland.



"Suddenly I Realized I Hadn't Noticed The Crossing"



I Hate To Still Be A Back Seat Driver, Dear, But You Should Have Stopped At That Grade Crossing



We Picked The Prettiest Farmer's Daughter In The County And She Sure Has Cut Down Accidents At Grade Crossings



B. & O. Cartoons Stress Crossing Dangers

Out of 28,000 persons killed on the highways last year, 1,800 lost their lives at points where railroads and highways intersect, according to C. M. Kimball, assistant to the vice-president, safety, of the Southern.

To awaken the motoring public to the dangers of trying to beat a train to a crossing, the Baltimore & Ohio's public relations department hired Yardley, cartoonist for the Baltimore "Sun," to do the first four of a series of cartoons illustrating the point that the train is mightier than the auto. The B. & O. then offered mats or plates of the cartoons, three of which, plus the card for ordering purposes, are pictured here, to 272 weekly publications along the B. & O. lines. Of this number, 68 responded promptly.

(The card is reproduced on a reduced scale on this page in order that readers who would like to obtain the cartoons or more information may know whom to contact.)

Date _____

Public Relations Dep't, B. & O. R. R.,
c/o Western Newspaper Union
Baltimore, Md.

Please send, without expense to us, series of Grade Crossing Cartoons as checked below:

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Modern Shops for Great Northern Diesels

This road constructs specially designed facilities at Havre and Great Falls, Mont., for servicing and repairing its large fleet of this type of power

TO INSURE the proper, expeditious and economical servicing, maintenance and repair to its growing fleet of Diesel-electric locomotives, used in both passenger and freight road service, as well as switching operations, the Great Northern has constructed a modern, well-equipped Diesel shop at Havre, Mont., and is now completing a second such shop at Great Falls, Mont.

The shop at Havre, which was completed in November, 1945, is a combined running maintenance and heavy repair shop, designed for all of the classes of work required on Diesels, from routine inspection to the changing out and repairing of trucks, engines and generators, while the shop at Great Falls, now nearing completion, will be essentially a running maintenance shop, relying on the Havre shop for making the heavier classes of repairs. Both shops incorporate the latest features of design and construction for their respective types, with depressed floors, elevated working platforms, track pits, drop tables, overhead cranes, and shop tools for facilitating and speeding up maintenance and repair operations and providing highly favorable working conditions for the shop employees.

To Meet Expanding Needs

Under the impetus of expanded wartime traffic, and because early experience with Diesel operation had demonstrated its advantages for service over the Rocky mountains, a fleet of fifteen 5,400-hp. four-unit, Diesel freight locomotives had been acquired by the Great Northern by the early part of 1945. These locomotives, although assigned to the Kalispell division, have been used in service between Havre, Mont., and Appleyard, Wash., a distance of 704 miles.

As described in the March 2, 1946, issue of *Railway Age*, this fleet is now in operation, in addition to six 4,050-hp. Diesel locomotives used in freight service out of Great Falls, Mont., five 4,000-hp. units used in passenger service between St. Paul, Minn., and Wenatchee, Wash., and 78 units of less horsepower used in light passenger and freight service and in switching operations at various points on the system.

Originally, the road Diesels were maintained largely at temporary shops

at Whitefish, Mont., the headquarters of the Kalispell division. However, because of the steady growth in the number of these locomotives on the road, it became apparent long before this class of power had attained its present proportions that servicing and general repair shops, devoted solely to Diesel locomotives, were necessary.

Primarily, the new shop at Havre was built to maintain and repair the 5,400-hp. Diesel road freight locomotives and 4,000-hp. Diesel passenger locomotives. The maintenance on the freight Diesels is handled progressively, i. e., each locomotive is withheld from service six to eight hours every 3,000 miles for routine inspection, maintenance and lubrication. Since these locomotives average well over 7,500 miles a month, they are brought into this shop twice each month. The passenger locomotives, assigned to continuous runs from St. Paul to the Pacific coast, are cut out of trains and brought into the shop during each round trip.

General Layout

Since the general type of construction of the shops at Havre and Great Falls is essentially the same, except that less complete facilities at Great Falls suit the restricted scope of work at that point, the following discussion is restricted mainly to the Havre shop.

The new shop at Havre lies in a general east and west direction and is located about 400 ft. west of the existing enginehouse. The main shop building is 94 ft. wide by 240 ft. long and is divided into two sections, one low and one high, each 47 ft. by 240 ft. The north, or lower, half of the building houses the service section, where servicing and maintenance work are handled, while the south, or higher, portion includes the facilities for making heavy repairs. At the rear, or east end, of the main shop, a 70-ft. by 50-ft. extension has been constructed which, with one floor and a basement, provides auxiliary work areas for the cleaning and repairing of filters, cylinder heads, valves, air brake equipment and small parts, as well as a tool room, oil reclamation room, water demineralizing room, locker and lunch rooms, and toilet and wash room. To the east of this extension, and connected to it by concrete

platforms, a one-story storehouse, 55 ft. by 100 ft., was built for the exclusive storage of parts and supplies essential to the maintenance and repair of Diesel locomotives.

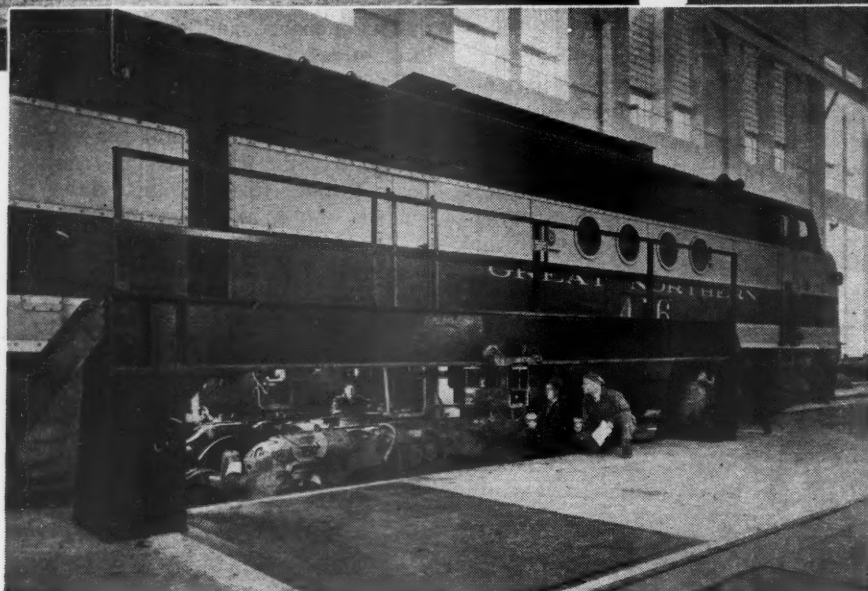
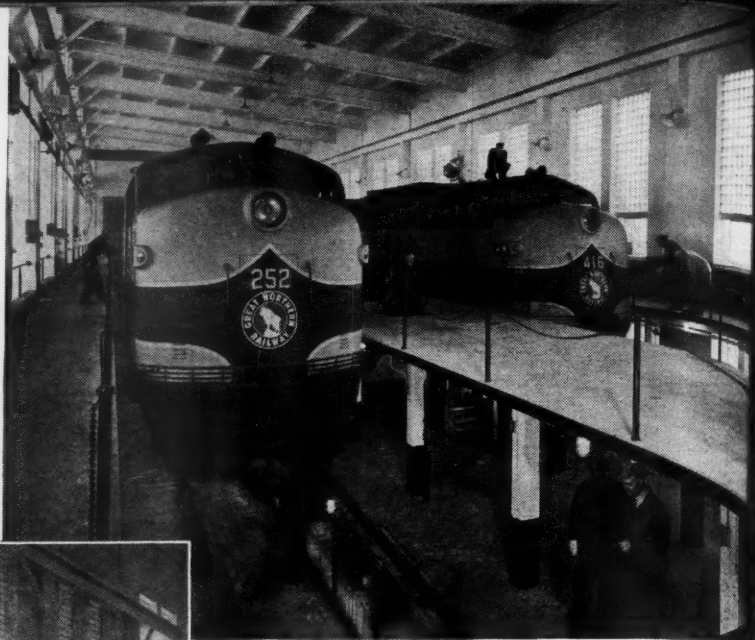
Each of the two sections in the main shop is served by two pit tracks entering from the west. In the service section, one of the tracks extends continuously through the building, while the other is stubbed at a length of 222 ft. In the heavy repair section, both tracks are stubbed within the building, one at a length of 135 ft. and the other at 214 ft. The separate storehouse is served throughout the length of its south side by a spur track 350 ft. long, stubbed at its west end.

The Diesel shop and work-room extension are supported on piles, and the foundations, columns and floors are of reinforced concrete. The walls are of brick with stone trim, and the roof consists of steel beams and joists, supporting a wood deck which is covered with built-up roofing. Downspouts are brought down within the walls in niches left for this purpose. Large areas of glass block windows in all exterior walls, each provided with horizontally-hinged steel ventilating sashes, insure an abundance of daylighting and fresh air within the building.

Entering the main Diesel shop, one is impressed by the spaciousness and ample illumination of the interior. There is no wall between the service and repair bays, these sections being separated only by a line of roof-supporting columns on 20-ft. centers.

The Service Section

The service bay is on two levels, with working platforms at locomotive floor level continuously between the service tracks, and a depressed general floor level between and alongside the track pits, except for a width of 17 ft. at both the front and rear of the building. The general level of the working platforms is fixed by the height of the decks of the Diesel locomotives at 4 ft. 8 in. above the top of rails, while the level of the depressed floor throughout the bay is 6 ft. 10 in. below the platform level, and 30 in. below the top of rail, an arrangement which gives adequate headroom for operations on the lower level, and,



Above left—West entrance to the Great Northern's modern Diesel shop at Havre, Mont. The higher half of the building is the heavy repair section and the lower portion the light repair and service section. Above right—Two Diesel locomotives undergoing light repairs in service section of the shop. Above—While trucks are being changed out over the drop pit, side supports hold the locomotive body in position

at the same time, makes it easier for the workmen to inspect or repair the running gear of locomotives from the side.

Both tracks within the service section are served by inspection and repair pits, each 205 ft. long, or long enough to accommodate a four-unit locomotive. These pits are of reinforced concrete construction and have a minimum depth of 48 in. below top of rail, with a slight pitch from each end toward the center for drainage. Normally, protruding pit walls of poured-in-place concrete are provided, which are integral with the remainder of the pit construction. However, at Havre, the pit walls above the depressed floor level are open, since the pit rails are supported by short steel columns on 5-ft. centers. The pit rails are of 152-lb. section, being heavier than would otherwise be used in order to carry the wheel loads between the column supports. Four clip bolts hold the rails in place at each support.

The open-pit wall construction not only has all of the advantages of solid pit wall construction, but, affording a 22-in. opening beneath the rails between rail supports, also permits ready access to or from the pits at any point in their length. In addition, this construction improves the lighting and ventilation within the pits.

The Elevated Platforms

The elevated working platforms throughout the service section are of reinforced concrete and are supported on concrete columns spaced 10 ft. 4 in. center to center longitudinally, and with their front faces approximately 4 ft. back from the adjacent pit rail, thus providing ample space along the pits at the lower level for the free movement of shop employees in carrying out their work on the sides of locomotives. As a safety measure, a pipe railing is installed

along the outer edge of the platform nearest the repair bay, while chain railings supported on removable pipe posts are built along the pit sides of all of the platforms. Sections of the chain railing can be removed as desired to produce openings corresponding with the door spottings of locomotive cabs, and can be replaced readily when no break in the railing is desired. Four work benches and a few power tools are located on the working platform between the tracks, and fire extinguishers are also placed conveniently for ready use.

Oil and Water Facilities

Fresh lubricating oil, treated cooling system water and heating water, and compressed air are available on both of the service section tracks, being supplied through separate pipe lines suspended beneath the intermediate elevated platform, with suitably spaced valve outlets for the services required. Likewise, pipe lines are also provided to carry used crankcase oil and cooling system water from locomotives on either track to the reclamation room.

Another feature of the service section is the provision of ample stairs for safe and convenient movement between working levels, and of ramps at the ends of the shop so that materials or parts can be wheeled or rolled to points of use on either level.

For handling heavy parts, the service bay is served throughout its length by a single I-beam, low-headroom, hand-racked, two-ton traveling crane, operated on crane runway rails 24 ft. 8 in. above the pit rails and supported by the building columns and pilasters.

Special attention was given to insure adequate artificial illumination within the shop and to supply light where most needed. General illumination of the

service shop is by means of a single row of 500-watt ceiling lights, with shallow-bowl reflectors, located longitudinally along its center line, above crane height, and by means of two lines of wall lights, one on each side of the section. The wall lights, each with 200-watt bulbs and bowl reflectors, are hung to illuminate the sides and tops of adjacent locomotives, as well as the side working platforms.

Other lighting within the service bay includes a series of 60-watt, vapor-proof lights at 20-ft. intervals beneath the elevated platforms, and an independent system of pit lights, which includes a series of 100-watt protected lamps, supported by the elevated pit rails at intervals of 10 ft. Supplementing this fixed lighting, there are extension-cord receptacles at intervals of 20 ft. along each of the pit tracks, together with a number of power receptacles for 40-volt, 3-phase electric welding. The lighting arrangement is highly sectionalized so only those lights required for specific work under way need be turned on at any one time, and switches are placed so workmen never need go far to turn on the lights required.

The Repair Section

The repair section is designed to facilitate the changing out of wheels or complete trucks, engines and main generators, and make other heavy repairs so locomotives can be returned to service quickly. The repair bay is equipped with a drop-pit table, track pits, overhead traveling crane, two jib cranes, lye vat, wash rack and a number of fixed power tools.

section and the floor in the building extension. A ramp connects the two levels and another ramp extends to the floor level of the basement of the building extension. Special care was taken to place expansion joints in the floor along all walls, columns, machine foundations, drop table and track pits, and at the ends of the track ties where they underlie the floor.

The two tracks serving the repair section are on 23-ft. centers and enter from the west end through openings 14-ft. wide. These openings and the three track openings in the service section are equipped with rolling steel shutter-type doors powered by electric motors. Each track incorporates a 60-ft. pit, 2 ft. 6 in. deep, extending from the drop-table pit toward the west end of the building.

The Drop-Table Pit

The drop-table pit, 23 ft. 3 in. wide and 43 ft. long, is located transverse to the two tracks and 90 ft. from the west end of the building. It is equipped with a 100-ton Whiting droptable that serves both tracks. Body supports are installed on each side of one of the tracks to support locomotives while the wheels are being removed. These supports are wide enough to permit workmen to use them as walks or platforms while working on locomotives.

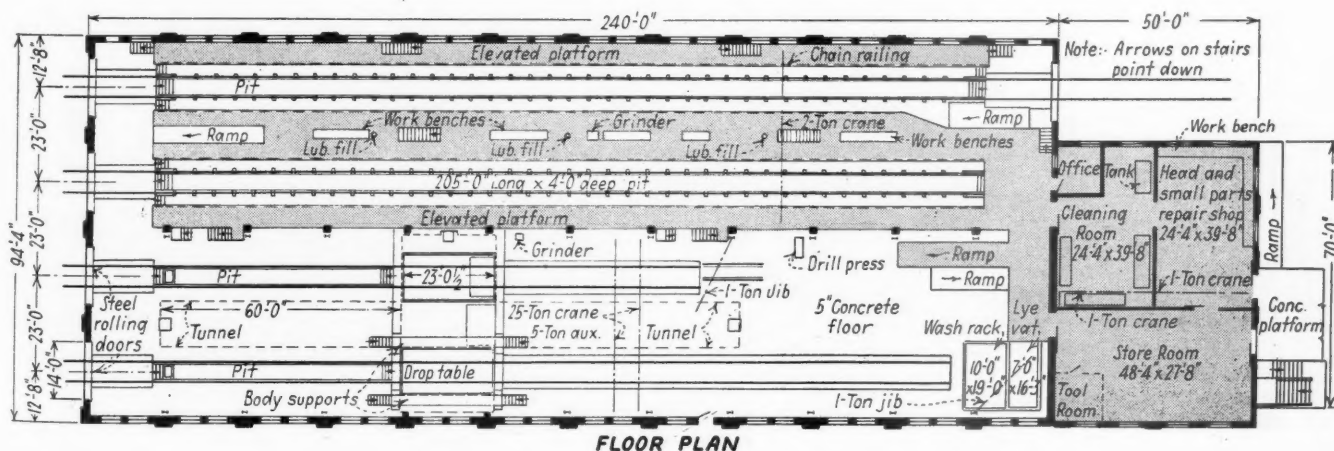
An interesting innovation in Diesel shop construction is the provision at Havre of two reinforced concrete tunnels, one on each side of the drop-table pit, for storing spare wheels and parts close to the points of use. The tunnels are approximately 11 ft. by 8 ft. in section and 60 ft. long, and extend longi-

The repair bay is equipped with facilities for lifting and handling heavy parts and for cleaning and repairing purposes. A one-ton jib crane with a 20-ft. boom is installed at the end of each track. A Whiting 25-ton overhead crane with a 5-ton auxiliary hoist is used for lifting engine and main generators into and out of locomotives. The runway for this crane extends the full length of the bay. In one corner of the repair section, a 7-ft. by 16-ft. lye vat, together with a wash rack, is available for cleaning oil and grease from large locomotive parts. A power grinder and a 28-in. upright drill press also are included in this section.

Daylighting of the repair bay is mainly through large areas of glass brick windows along its south side, while night lighting is by means of two lines of 200-watt electric lights, one on each side of the bay, and a line of 750-watt bulbs suspended from the roof along the center of the bay.

Extension Building

The 50-ft. by 70-ft. extension at the east end of the Diesel shop is a one-story structure with a full basement. Its construction is similar to and in harmony with the main shop building. The main floor includes a large room for a work area and the storing of locomotive parts; a room for the cleaning and processing of filters; a room for the cleaning and repairing of various parts, such as cylinder heads, valves, springs, cylinder liners and pistons; and an office. The floor level is the same as the elevated working platforms in the service section of the main shop, which not only permits easy



General plan of the Great Northern's Diesel shop at Havre, Mont.

The reinforced concrete floor in the repair bay is 5 in. thick. It is all at rail head level except a small area at the east end, where it is on the same level as the elevated working platforms in the service

tudinally between the two tracks. They have rails embedded in their concrete floors at standard track gage and are served by the drop table in its lowered position.

trucking of parts, but also provides headroom for the basement.

The room for the work area and storage occupies the south portion of this floor and is approximately 49 ft. by 28

ft. A 12-ft. by 12-ft. tool room, with wire mesh partitions, is located in one corner. The north portion of the main floor is divided into two main rooms; one for cleaning filters and the other for the repair of engine head and small parts. The filter cleaning room is approximately 24 ft. by 40 ft. and contains the usual tanks and heating coils for cleaning and freshening filters. A one-ton, single-beam, overhead crane serves this room. In one corner is an office 11 ft. by 12 ft.

The head and small-parts repair room is approximately 24 ft. by 40 ft. and is adjacent to the filter-cleaning room, to which it is connected by a large sliding metal door. This room is supplied with long work benches and an overhead, one-ton hoisting crane.

Facilities in Basement

A large portion of the basement is devoted to locker, lunch room and toilet facilities for employees, but it also houses two other rooms, each approximately 24

sanding of the Diesel locomotives is handled by facilities outside the shop buildings.

New Storehouse

The new storehouse is a one-story brick building, 100 ft. by 55 ft., on a reinforced concrete foundation with spread footings, and has a five-inch reinforced concrete floor. A line of steel columns on 16-ft. centers extends along the longitudinal centerline of the building. The roof is relatively flat and consists of built-up roofing on wood and steel framing.

The south half, or track side, of the building serves as a passageway for light trucks and for the floor storage of bulky parts. A three-ton overhead crane extends the length of this half of the building, the crane rails being suspended

of unit heaters, most of which are suspended overhead, although a number are hung under the elevated working platforms in the service section of the shop.

Ventilation of the service section, where engine exhaust fumes are more prevalent than elsewhere in the shop, is accomplished with fan-driven roof ventilators, while gravity-type roof ventilators suffice in the general repair section, extension building and storehouse.

Miscellaneous Equipment

In addition to the grinders and upright drill press mentioned previously, the shop is equipped with a small sensitive drill press, an arbor press, an electric pinion heater, a pinion puller, an electric welding machine, Magnaflux testing equipment and necessary small tools.

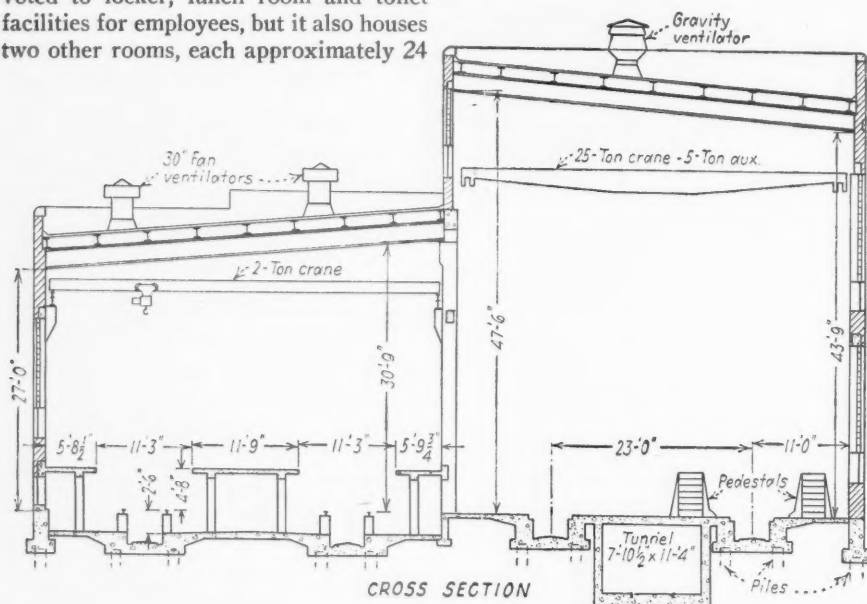
Two spare freight locomotive trucks, one spare passenger locomotive truck, one spare 16-cylinder engine, and one freight locomotive main generator are kept at the shop. Thus, any of these units can be substituted readily for defective or worn units on incoming locomotives and the locomotives returned to service in the shortest time possible. The released units can then be repaired or overhauled ready for re-use in the same manner.

Great Falls Shop

The construction of the shop at Great Falls is similar to that at Havre, except that it involves steel roof-supporting columns. Here, the Diesel shop is 222 ft. by 50 ft., and an extension building, which serves as a work shop, storeroom and office, as well as providing locker, wash room and toilet facilities, is 113 ft. by 25 ft.

The drop table is 18 ft. wide, of 80-tons capacity, and serves two tracks as well as two 40-ft. wheel and truck storage tunnels. The overhead crane has a capacity of five tons. Like the Havre shop, the Great Falls shop has facilities to handle truck changes, but it must rely on the Havre shop to change out engines and main generators.

The design and installation of the Diesel facilities at both Havre and Great Falls were carried out under the general direction of C. M. Nye, chief engineer of the Great Northern until his retirement on December 31, 1945, in collaboration with I. G. Pool, general superintendent of motive power, and H. Hayes, general storekeeper. The new buildings were designed under the direct supervision of T. D. McMahon, architect of the road until his retirement on December 31, 1945, and construction at both points was done under contract under the supervision of G. S. Winkler, division engineer.



Typical cross section of new Havre shop

ft. by 26 ft., one for water demineralizing equipment and the other for reconditioning used lubricating oil. The demineralizing equipment for furnishing purified non-scaling water for locomotive cooling purposes includes a cypress tub, 8 ft. in diameter, for water storage, and a Permutit water-conditioning system.

The equipment for reclaiming used lubricating oil includes a 100-gal. oil reclamation machine, heater, tanks, pumps and an explosion-proof exhaust fan with shutter. A pipe system permits pumping used oil from locomotives to the reclaiming room, or to an outside 15,000-gal. storage tank, and also pumping fresh oil to locomotives. A 15,000-gal. tank for the storage of fresh lubricating oil is installed in a heated concrete pit outside the structure. The fueling and

from the roof beams. An office occupies one corner. The north half of the building is equipped with shelving and racks for the storage of smaller locomotive parts. Two parallel transverse concrete platforms, raised slightly above the general floor level, are located at the east end of the building for the storage of bulky and heavy parts, and are served by a one-ton overhead crane.

Heating and Ventilation

The main Diesel shop, its extension and the stores building are all supplied by steam from the terminal powerhouse. The steam is used to power the pumps in the oil reclamation room, to heat the oil in the outside storage tanks, and to heat the buildings. Heating is by means

March Purchases \$130,714,000

Railway buying of materials, supplies and fuel shows slight recession from 1944-45 high, but large volume continues and reaches \$374,894,000 for first quarter

RAILWAY purchases of materials, supplies and fuel (excluding equipment) by Class I railroads during March aggregated \$130,714,000, and registered a gain over the \$111,931,000 spent during February when they dropped lower than purchases for any month since May, 1943. March purchases were 1 per cent less than the January total, but topped the February low by 17 per cent. They were 2 per cent less than similar purchases during March, 1945, and 9 per cent below the same month in 1944; however, they exceeded the \$117,407,000 expenditure for similar material during March, 1943, by 11 per cent, were 14 per cent more than the same month of 1942 and 39 per cent greater than the \$94,303,000 expended during March, 1941, according to estimates prepared by *Railway Age* and based upon individual reports received from 76 carriers.

Three Months Expenditures

Expenditures for similar materials during the first three months of 1946 amounted to \$374,894,000, a reduction of

1 per cent, compared with the first quarter last year; they are approximately 6 per cent less than 1944 purchases during the same three months, top the \$313,957,000 for the same period of 1943 by 19 per cent, are 14 per cent greater than during the comparable period of 1942 and 48 per cent more than the \$253,895,000 spent during the first quarter of 1941.

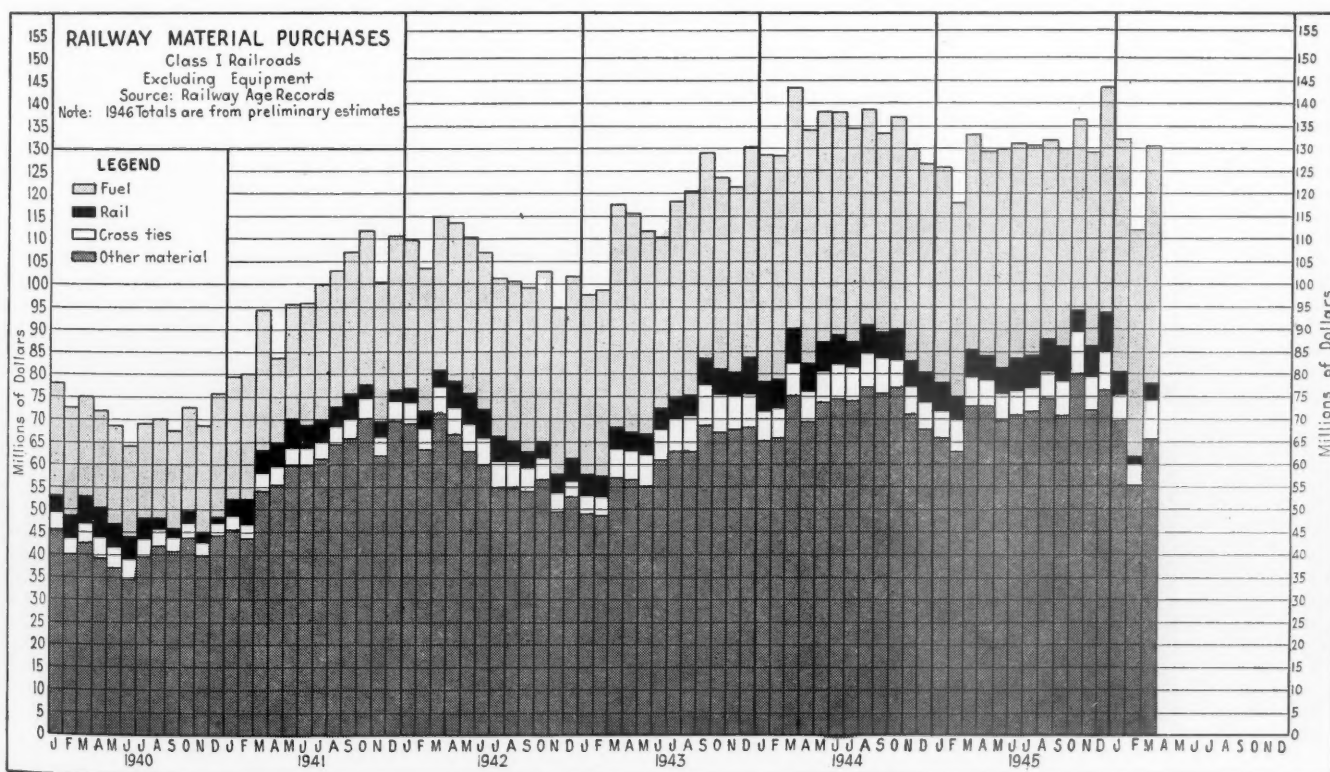
Exclusive of fuel, Class I railroads spent \$77,751,000 during March for products from manufacturers. This is approximately 3 per cent less than during January, when such expenditures amounted to \$80,518,000; however, it tops the \$61,941,000 spent in February by 26 per cent; is 8 per cent less than March, 1945, purchases, and 14 per cent under the same month of 1944. It tops March, 1943, purchases in the same category by 14 per cent, is approximately 4 per cent less than 1942, but is 23 per cent greater than the \$63,190,000 expended for the same materials during March, 1941.

Purchases of materials and supplies (excluding fuel) for the first quarter

aggregated \$220,210,000, a drop of 7 per cent below the \$237,472,000 spent for similar materials and supplies during the same three months of 1945, and 11 per cent less than the same 1944 period. The \$183,235,000 expended during the corresponding months of 1943 was exceeded by 20 per cent. The 1945 first quarter total was 4 per cent less than equivalent 1942 purchases, but 31 per cent greater than the \$167,634,000 expenditure for the same materials during the first quarter of 1941.

Miscellaneous Materials Lower

Perceptible easing has been manifest in buying railway materials and supplies that, for the most part, comprise storehouse stocks. March receipts totaled \$65,964,000, a drop of 6 per cent below those for January, but exceed the \$55,344,000 spent for the same material during February by 19 per cent. They are approximately 9 per cent less than similar purchases during March, 1945, and 12 per cent below purchases during the same month of 1944. They top the \$56,-



Railway Purchases January, February and March 1941-1946, Class I Roads

Miscellaneous Materials and Supplies—(Thousands)							Rails—(Thousands)					
	1946*	1945	1944	1943	1942	1941	1946*	1945	1944	1943	1942	1941
January	\$69,885	\$66,609	\$64,987	\$49,000	\$68,988	\$45,387	\$4,836	\$5,734	\$6,423	\$4,811	\$3,071	\$3,459
February	55,344	63,245	65,693	48,407	63,148	43,400	836	5,962	6,264	4,340	3,813	5,289
March	65,964	72,791	75,033	56,911	71,103	53,988	3,606	6,531	7,700	4,718	3,766	5,160
	\$191,193	\$202,645	\$205,713	\$154,318	\$203,239	\$142,775	\$9,278	\$18,227	\$20,387	\$13,869	\$10,650	\$13,908

Cross-ties—(Thousands)							Total Materials and Supplies (Less Fuel—(Thousands)					
	1946*	1945	1944	1943	1942	1941	1946*	1945	1944	1943	1942	1941
January	\$ 5,792	\$ 5,601	\$ 6,895	\$ 4,037	\$ 4,871	\$ 3,434	\$80,518	\$77,944	\$78,305	\$57,848	\$76,930	\$52,280
February	5,762	5,459	6,675	4,530	4,814	3,475	61,941	74,666	78,632	57,277	71,775	52,164
March	8,181	5,540	7,370	6,481	6,100	4,042	77,751	84,862	90,103	68,110	80,969	63,190
	\$19,735	\$16,600	\$20,940	\$15,048	\$15,785	\$10,951	\$220,210	\$237,472	\$247,040	\$183,235	\$229,674	\$167,634

Fuel—(Thousands)							Total Materials, Supplies & Fuel—(Thousands)					
	1946*	1945	1944	1943	1942	1941	1946*	1945	1944	1943	1942	1941
January	\$51,735	\$47,826	\$50,341	\$39,883	\$32,851	\$27,254	\$132,249	\$125,770	\$128,646	\$ 97,731	\$109,781	\$ 79,534
February	49,990	43,349	50,041	41,542	31,991	27,894	111,931	118,015	128,673	98,819	103,766	80,058
March	52,963	48,538	53,277	49,297	34,025	31,113	130,714	133,400	143,380	117,407	114,994	94,303
	\$154,688	\$139,713	\$153,659	\$130,722	\$98,867	\$86,261	\$374,894	\$377,185	\$400,699	\$313,957	\$328,541	\$253,895

* Subject to Revision.

911,000 expenditure for the same material during March, 1943, by 16 per cent, are 7 per cent less than the March, 1942, total, but are 22 per cent greater than the \$53,988,000 spent during the same month of 1941.

Class I roads spent \$191,193,000 for miscellaneous materials and supplies during the first three months of 1946, which was a drop of 6 per cent below the same period last year; 7 per cent less than the \$205,713,000 expended during the first quarter of 1944; 24 per cent above the same three months of 1943; 6 per cent less than the \$203,239,000 spent during the first quarter of 1942; and 34 per cent greater than the same period of 1941.

Although purchase figures reflect an

during March amounted to \$8,181,000, or 41 per cent more than for January and 42 greater than February. March, 1946, purchases are 48 per cent more than the March, 1945, total; 11 per cent above the \$7,370,000 spent during the same month of 1944; exceed the March, 1943, total by 26 per cent; are 34 per cent greater than during the comparable month of 1942; and are 102 per cent more than the March, 1941, cross-tie expenditure.

Crosstie purchases for the first quarter aggregated \$19,735,000, an increase of 19 per cent over the 1945 expenditure for the same period, but are 6 per cent less than the \$20,940,000 expended for similar material during the first three

in this category tobogganed to \$836,000. However, with the tremendous loss of steel production caused by the steel, coal and railroad strikes, seasonal deliveries are expected to be set well back and below those of previous years. Rail deliveries during March amounted to \$3,606,000, or 26 per cent below January purchases, but 331 per cent greater than in February. March rail purchases are approximately 45 per cent less than for the comparable month of 1945, 53 per cent less than during the same month of 1944, 24 per cent less than the March, 1943, total, 4 per cent below purchases during the third month of 1942 and 30 per cent less than the \$5,160,000 expended for rail during the corresponding month of 1941.

The need for greater tonnage of rail is further evidenced by the fact that the \$9,278,000 expended for this material during the first quarter dropped 49 per cent below the \$18,227,000 rail expenditure during the comparable period of 1945, and 54 per cent, 33 per cent, 13 per cent and 33 per cent less, respectively, than for the first three months of 1944, 1943, 1942 and 1941.

Class I roads spent \$52,963,000 for fuel during March, 2 per cent more than in January and 6 per cent more than during February. March fuel purchases are more than 9 per cent greater than the same month of 1945, and approximately 1 per cent below March, 1944; however, they exceed the \$49,297,000 expended for this material during the comparable month of 1943 by 7 per cent, are 56 per cent more than the same month of 1942, and 70 per cent more than the \$31,113,000 for March, 1941.

Expenditures for fuel during the first quarter amounted to \$154,688,000 and top the same three months of last year by 11 per cent, are greater than the comparable period of 1944 by one per cent, top the same three months of 1943 by 18 per cent, are 56 per cent more than 1942, and are 79 per cent greater than
(Continued on page 1222)

Materials and Supplies in Stock—Class I Railroads

	Fuel (000)	Rail, New & S. H. (000)	Cross- ties (000)	Stores Stock (000)	Scrap (000)	Total (000)
March 1, 1936	\$23,398	\$24,168	\$51,906	\$170,536	\$ 7,890	\$287,898
March 1, 1937	31,669	35,990	52,560	211,383	8,604	340,206
March 1, 1938	28,822	32,238	68,558	240,790	11,642	382,050
March 1, 1939	27,100	26,229	63,346	196,669	10,239	323,583
March 1, 1940	23,190	31,546	60,615	230,045	11,576	356,972
March 1, 1941	27,105	28,217	62,455	228,012	10,859	356,648
March 1, 1942	40,198	23,886	64,290	360,946	10,489	499,809
March 1, 1943	45,374	20,651	58,999	371,835	10,385	507,244
March 1, 1944	49,749	25,199	76,254	393,892	9,925	555,019
January 1, 1945	59,182	24,292	72,434	437,575	10,155	603,638
February 1, 1945	56,398	25,149	75,259	440,353	10,021	607,180
March 1, 1945	52,237	26,760	78,090	439,922	14,093	611,102
April 1, 1945	52,313	27,142	78,236	441,106	15,345	614,142
May 1, 1945	51,236	26,057	74,792	448,326	10,414	610,825
June 1, 1945	51,402	24,238	70,302	450,437	10,110	606,489
July 1, 1945	53,708	25,213	67,450	450,773	9,494	606,638
August 1, 1945	56,248	26,332	66,422	449,821	9,280	608,103
September 1, 1945	55,333	25,611	62,070	448,110	13,979	605,103
October 1, 1945	57,279	25,158	63,300	450,008	10,183	605,928
November 1, 1945	54,710	23,942	64,000	450,689	10,275	603,616
December 1, 1945	54,685	23,624	65,872	448,990	10,104	603,275
January 1, 1946*	51,820	24,850	72,533	435,293	11,263	595,759
February 1, 1946*	56,217	23,059	76,768	438,067	10,688	604,799
March 1, 1946*	62,510	22,517	77,912	433,178	10,613	606,730

* Subject to Revision.

increase in cross-ties purchased during the first three months of this year, it is still too early to draw any optimistic conclusions, as from all indications the railways will be hard pressed to secure sufficient cross-ties for replacement purposes, even though the increases registered so far should be maintained for the remainder of 1946. Crosstie purchases

months of 1944. However, they exceed the same three months of 1943 by 31 per cent, are 25 per cent greater than the same period of 1942 and top by 80 per cent the \$10,951,000 spent for cross-ties during the first three months of 1941.

Rail purchases during March partly recovered from the seven-year low registered during February, when purchases

Railroad Management Faces a Decision— Defense or Appeasement

By **HOLLY STOVER**

President, Chicago & Eastern Illinois

This article is adapted from a memorandum sent by its author to the presidents of A.A.R. member roads with the comment that "something must be done to awaken the public to the seriousness of the threat to this industry" clearly indicated by the political dogmas and labor unrest that recently have plagued it. "Today we have a truce with the brotherhoods," Mr. Stover continued. "When this expires a year hence, we may be met with another group making even greater and more impossible demands. I submit that the gravity of the situation makes a do-nothing policy intolerable."

UNCOUNTED millions of words have been printed and spoken into microphones during the past few months about the railroads' negotiations with the brotherhoods. Between May 18 and 25, special bulletins told the public hourly of the drift toward a disastrous strike. Out of all this mass of publicity, can you recall a single effective explanation of the railroads' problems in trying to meet union demands?

The events which finally forced President Truman's unprecedented appeal to Congress on May 25 are proof of the shocking lack of constructive publicity by the railroads on their side of the controversy. An alarmed public clamored for action; it demanded: "Run the trains!" But the public took no sides on the merits of the dispute. How could it take a side favorable to management, when management had made a secret of its position on the points at issue?

It is not suggested here that railroad propaganda, in a belated, last-minute offensive, could have altered the course of the strike. This proposal is not for that sort of propaganda. The problem is one of education; and educational processes work slowly, with 140,000,000 people in the classroom.

The dramatic display of the power of public opinion which compelled government action must convince railroad executives of at least these five self-evident facts:

1. The public has been jolted into a recognition of its utter dependence upon sound, efficient rail transportation. It knows, more than ever before, what the railroads mean to the life of the nation.

2. The public does not realize the threat to our railroads in irresponsible legislation and exorbitant labor demands.
3. Subversive elements flood Congress and the press and radio with skillful, insidious propaganda, against which private industry has offered no adequate defense.
4. The pressure of public opinion can force the government to act.
5. Self-preservation demands that the railroads enlist public support, by cultivating an informed public.

Exerted blindly, inspired by panic—as in the case of this strike—the demands of the public can seldom have lasting, constructive influence. Escape is the only goal of hysterical action. Only a well-informed public can act intelligently.

The Public Doesn't Know

A recent survey, conducted by the railway trade press,* catalogued the dangerous lack of information and the serious misconceptions about the economic position of the railroads among railroad employees. If the railroad men themselves are so ignorant of true conditions in their own industry, how vast must be the ignorance of the public at large!

As *Railway Age* points out:

"On the cost side of railway operations—the level of railroad wages is largely determined by railway employees themselves, through the exercise of their organized political power. They cannot very well be expected to restrain their demands to a level which will permit the railroads to continue their existence as private property as long as the general impression prevails that the return on investment in the railroads was 27 per cent in a year when, actually, it was only a little more than 4 per cent. On the revenue side—the degree of government-aided competition against the railroads and the level of railway rates are, largely, the product of public opinion."

During the "armistice week"—May 18 to 25—many polls of public opinion were taken. Men in every walk of life were questioned. Nearly all expressed the belief that American railroad men work long hours for low pay. The editors and writers on many influential newspapers and periodicals believe the same.

Mr. Whitney dwelt upon the fact that his men were away from home part of the time. Men who make a career on the railroads know and expect this. Any

* *Railway Age*, March 23, 1946.

man who seeks a position as trainman knows that the train he expects to ride is not a merry-go-round spinning around his home; he expects to ride from division to division. No professional "bleeding heart" can picture railroad men as martyrs, oppressed by their industry, if the truth be known.

A quick digest of some of the findings of the railway employees' poll will illustrate the need for corrective publicity and economic education . . .

—62 per cent of all rail employees questioned stated not only that they like their work, but that they would re-enter railroading if they were selecting their life work over again.

—70 per cent of railway employees consider their chances for promotion "fair" and "good."

—Less than one-third realize that the railroads pay the total cost of their unemployment insurance.

—73 per cent believe that the railroads have made a profit over the past 15-year period; 93 per cent say they are making a profit now. The average of their estimates as to the ratio on invested capital which the railroads should earn is 10 per cent.

—Only 2 out of 5 employees had heard of any recent government action concerning the present method of setting freight rates.

—3 out of 5 had never heard of land-grant rates, and scarcely more than one-fourth of these had heard of any proposal to repeal these rates.

—79 per cent approve of "full crew regulations." Nearly 65 per cent approve regulations limiting the number of cars per train.

—Less than half the respondents realize that employees receive a larger share of railroad revenues than stockholders receive. Their guess as to the employees' cut was 35 per cent. (The actual figure for 1944 was 40.88 per cent.)

How many people in America know that 100 miles is a day's work for trainmen? How many know that this basis for measuring a day's pay has not been changed for half a century? How many know of the burden placed on railroad operations by make-work provisions and feather-bedding in existing labor contracts—or of the subsidized or tax-aided competition by water, air and highway carriers? They don't know how few hours per week the average trainman works to earn his base pay.

If the public realized the precarious financial position of most of the roads during the thirties, and then pictured the recession from peak wartime traffic and its effect on revenues, they could appreciate the threat to solvency in pyramiding expenses—class one treated cross-ties, for example, at \$2.26 each; steel, lumber, equipment of all types; plus the recent government wage awards; plus the in-

crease granted in coal of 40 to 50 cents per ton.

Judging from editorial expressions, the public has accepted the Railway Labor Act as an almost model statute for the preservation of industrial peace on the railroads. This impression might have been justified, if the act had been consistently and impartially administered. It is not widely realized that since 1941, when President Roosevelt encouraged his "fact-finding" board to become in effect partisan negotiators, the act has made little contribution to railroad labor relations. By-passed again, in 1943, it failed in 1946 in its purpose of protecting the railroads from the take-it-or-leave-it blitzkrieg directed by Mr. Whitney. And Whitney's cynical threat to influence the next elections with the millions in his union treasury received only passing notice in the press.

These are facts which affect public welfare. When public servants flout the purpose of important legislation, the public should know about it.

Beneficial legislation is quietly blocked by organized minorities and pressure groups, while the public remains ignorant of its need. Capitol Hill loses interest in the Bulwinkle bill, for example, when union lobbyists put the finger on it.

Although vitally concerned, the public doesn't know these things, *because it hasn't been told.*

What Should Be Done

For the past several years, under the auspices of the A. A. R., millions of dollars of railroad money have been spent in national advertising. It is not necessary to criticize this advertising to make the point that its subject matter has made little reference, if any, to the railroads' most urgent message to the public. Only recently, while the management committee was endeavoring to negotiate with Messrs. Whitney and Johnston, full-page ads appeared in a number of periodicals under the caption: "The Flanged Wheel on the Steel Rail." Giving due credit to the purpose and conception of this ad, its cost represents monies wasted, when the relative unimportance of its message is weighed against the need for publishing constructive information about the railroads' problems. And today, with receipts shrinking and expenses mounting, the railroads cannot afford to waste money.

It is proposed that American railroads take immediate joint action to appraise this situation and to adopt a program leading to its correction. Machinery for such action exists within the framework of the A. A. R. A special committee, which should be appointed for this purpose, could function either within the association or as a separate body. Under the direction of this committee, the pres-

ent publicity and public relations activities of the railroads should be thoroughly analyzed, and a report prepared as to its character, cost, extent and effectiveness. From this analysis, a vigorous program should be developed, covering all phases of the job to be done. This program should then be submitted to the railroads for approval and adoption.

It should be borne in mind that this proposal does not contemplate merely a change in the copy style of current advertising. It embraces the whole field of public relations, including the direction of editorial treatment of railroad affairs, publicity releases and educational work of all kinds. It should be emphasized that no radical approach to railroad publicity is intended. It must be constructive rather than controversial. It should be directed by a high degree of industrial statesmanship, and would at all times be under the control of the railroad publicity committee.

All in the Same Boat

The time for appeasement has gone. Time for the rebuilding of trampled-down fences is fast running out. It is hoped that every railroad will recognize its responsibility in cooperating to meet a danger common to all. If objections arise to this proposal, they can be ironed out in discussion.

As the president of a medium-sized railroad, I believe that if the railroads will adopt a program comparable to those

employed by other industries—revealing the facts—telling the truth—educating the public and railroad employees—within a year's time they would see a noticeable change in the public's attitude. If we can give the public a broader conception of the service performed by the American railroads, and an insight into their operating problems, we may reasonably expect more intelligent support from the public on these problems which threaten the railroads' survival.

March Purchases

(Continued from page 1220)

the \$86,261,000 spent for the same material during the first quarter of 1941.

Inventory Values High

Materials and supplies carried in stock by Class I railroads amounted to \$606,730,000 on March 1, 1946, according to reports of the Interstate Commerce Commission. This total reflects little change compared with the March 1, 1945, balance; however, it is 9 per cent greater than the materials and supplies on hand March 1, 1944; 21 per cent more than the \$499,809,000 in stock at the same time in 1942 and 70 per cent greater than the March 1, 1941, balance, which amounted to \$356,648,000.

According to *Railway Age* estimates, fuel supplies in stock March 1 amounted to \$62,510,000, an increase of 20 per cent over the \$52,237,000 supply on hand March 1, 1945; 26 per cent greater than 1944, 56 per cent more than the \$40,198,000 fuel supply on March 1, 1942, and 131 per cent above the \$27,105,000 on the same date in 1941.

Crosstie inventories still reflect the serious lag in field production that has prevailed during the past few years. The value of crossties in stock on March 1 was \$77,912,000, which approximates the \$78,090,000 on hand at the same time during 1945, but is 2 per cent more than the March 1, 1944, balance, 21 per cent over the March 1, 1942, stock, and 25 per cent greater than the same 1941 date.

Rail in stock on March 1 totaled \$22,517,000, the lowest level for the same date since 1943; it is 16 per cent less than the March, 1945 balance; 11 per cent below 1944, 6 per cent below the March 1, 1942, inventory, and 20 per cent less than the comparable month of 1941. Scrap on hand was valued at \$10,613,000, or 25 per cent less than the supply one year earlier; it tops the balance on March 1, 1944, by 6 per cent, is 1 per cent more than on the same date in 1942, but about 2 per cent less than the amount on hand March 1, 1941.



250-ton wrecking crane

The crane pictured above was delivered recently to the Atlantic Coast Line and put in service at Rocky Mount, N. C. It is one of three now on order. The remaining two will be assigned to Waycross, Ga. and Florence, S. C.

Unloader for Towmotor Lift Trucks

A hydraulically operated unloader for use in conjunction with all Towmotor lift trucks has been announced recently by the Towmotor Corporation, 1226 E. 152nd Street, Cleveland 10, Ohio.

Designed primarily for the loading and unloading of box cars, this device has two double-acting hydraulic cylinders (one at each side) which move the vertical rack forward, pushing the load off the forks. The unloader is operated by the driver from his regular position and all controls are so located as not to obstruct vision.



Towmotor lift truck equipped with new hydraulic unloading device

Improved Transporter

Automatic Transportation Company, 149 West 87th Street, Chicago 20, Ill., has announced new models of its Transporter line of electric hand trucks. These are powered by heavy-duty industrial truck type d. c. motors which are more compact and efficient than pre-war models. Improvements include brush holders, redesigned commutator cover and relocated leads.

Structural changes constitute a complete redesign of the driving unit. Principal modifications, which result in free access for maintenance and greater durability for working parts, include a new magnetic contactor with silver alloy tips that do not "build up" or "crater"; new

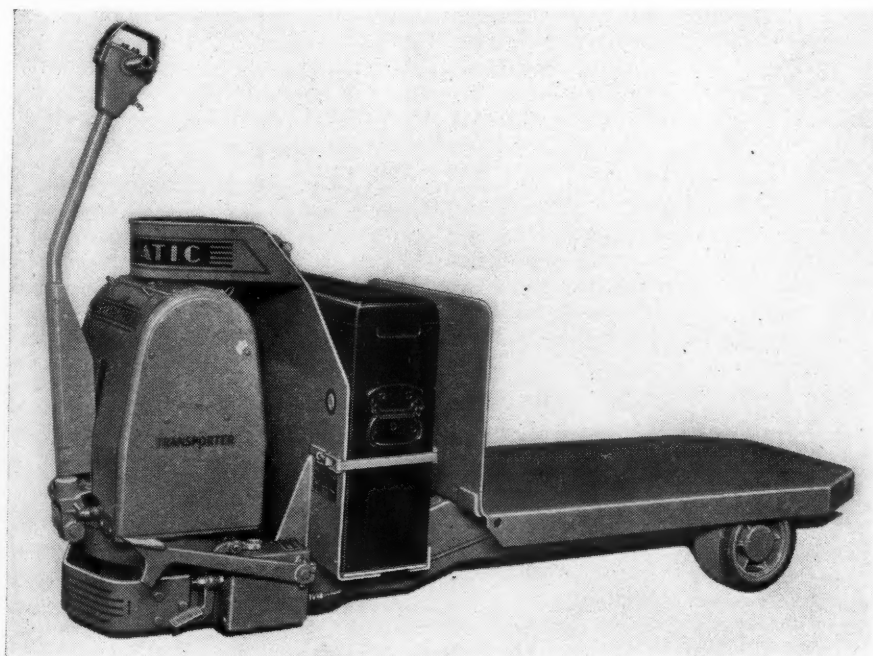
commutator type collector rings equipped with carbon brushes, eliminating the need for lubrication; simplified controller with reduced number of contacts; larger and stronger double-pitch reduction chains; stronger countershaft; larger countershaft bearings to compensate for larger brake, and simplified wiring.

The brakes are applied automatically by release of the guide handle and it is claimed they will bring a fully-loaded Transporter to an immediate stop on grades up to ten per cent.

A new hydraulic lift pump is used

which reduces by two-thirds the time necessary to get a load in moving position. This reduction is achieved through a combination of low pressure (high speed) cylinders for raising the platform into contact with skid or pallet and a high pressure (low speed) cylinder for raising the load. As soon as the platform encounters the load resistance, the fluid from the low pressure cylinder bypasses back into the reservoir and the high pressure cylinder raises the load.

The new Transporter is manufactured in four models—4,000 and 6,000 lb. capacity platform type for skid platform; 4,000 lb. fork type for pallet loads; and a special 3,000 lb. capacity fork model for tin plate.



New Transporter hand truck for platform loading

Ticket Printing Register

Printing, stocking, auditing and control of inventories of thousands of different tickets now used by railroads have been simplified by the development of a ticket printing and issuing register designed to meet the special requirements of railroads by the General Register Corporation, 36 33rd Street, Long Island City, N. Y. The first installation of this new ticket printing and issuing register was made by the Pennsylvania in the Philadelphia suburban station, where this machine is in operation, and another installation has been arranged for the New York Central in Grand Central terminal, New York.

These machines, now operating, print

and issue 250 different coach tickets of the size and type in general use. Fifty active stations are designated by name on an eight inch dial and tickets are printed and issued by rotating a pointer to the desired destination. Agents need only know the names of the stations. Tickets to two hundred or more inactive stations are issued by the insertion of matrices in a slot at one side of the dial. These matrices are alphabetically arranged by name and are easily selected.

It is unnecessary to stamp or fill in anything on the ticket, since all tickets issued automatically have printed thereon:

1. station of origin
2. station of destination
3. date
4. serial number
5. amount of fare
6. seller's identification code.

The sale of tickets is thus speeded up greatly. Furthermore, since fare amounts are shown for each sale, the use of the rate book is unnecessary. Should more than one ticket be required to the same destination, it is only necessary to press the button the required number of times, no re-selection being necessary.

An analysis of sales is constantly available, a numerator panel at all times indicating the number of tickets sold to each of the 50 active selling destinations, the total number sold to miscellaneous less active selling destinations, the grand total of tickets sold to all destinations, and the serial number of the last ticket issued. A duplicate record of each ticket issued is printed on a duplicate recording tape.

The machine has numerous accounting safety features, such as the individual operator's key which marks each ticket with the operator's code number and without which no ticket can be issued from the machine. The opening and closing tickets of each tour automatically print the operator's name at the top and bottom of the recording tape which is used as an auditor's control and which is produced in duplicate, one copy of which, if desired, can be locked in the machine.

The ticket magazine holds 8,000 tickets in strip form, blank except for the preprinted name of the transportation company and usual conditions of sale. Tickets, accordingly, are not negotiable until issued.

Another machine, which will be available shortly and which will operate in the same manner as the one described above, will embody all the features of this machine and also provide for round trips, with different fares for the outward and return trips; rail, bus and ferry combinations; interline tickets, and the like, issuing the required number of attached coupons of different values and character in one operation.



Capable of handling loads up to 7½ tons the Roustabout crane is adaptable for both shop and storehouse use

Hughes-Keenan Roustabout Crane

A 7½-ton capacity crane, designated the Roustabout MC-4, has been developed by the Hughes-Keenan Company, 642 Newman Street, Mansfield, Ohio. Powered by an International four-cylinder tractor engine, this new Roustabout has five forward and one reverse speeds and can attain speeds of 10 m. p. h. forward and 1¾ m. p. h. in reverse.

The load hoist is the inclosed worm gear type and single thread worm drive with self-contained reversing mechanism. All parts are enclosed and operate in oil. Three-part hoist line is used for 15,000 lb. loads at 20 f.p.m.; two-part line for 10,000 lb. at 30 f.p.m. and single line for 5,000 lb. loads at 60 f.p.m.

All controls are conveniently located within easy reach of operator and a separate lever for each operation provides for motion in both directions and neutral position, with automatic brake in neutral.

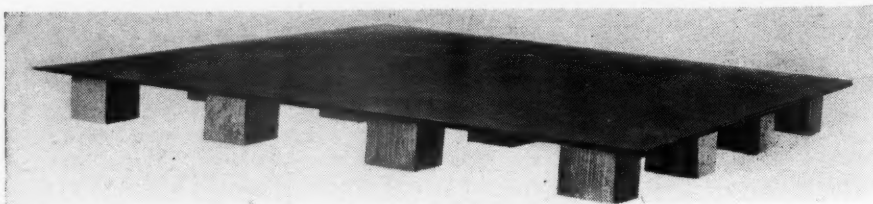
The chassis frame is of heavy steel members and the dead axle, which is of special alloy steel, supports the drive

wheels; the frame absorbs all operating and load strains. Having an overall width of 96 in. and a length (not including boom) of 105 in., the Roustabout MC-4 has a turning radius of 20 ft. 6 in. and is designed to permit unobstructed vision for the operator at all times.

Expendable Pallet of Corrugated Board

The new "X-P" (Expendable pallet) produced by Techtman Industries, 714 W. Wisconsin Avenue, Milwaukee 1, Wis., is designed to expedite shipping and reduce dead-weight.

It is claimed that a 60 per cent reduction in weight is achieved in this 4-way pallet by the use of a double corrugated board top, which is supported on square or round wood blocks. The entire top and block ends are dipped in a water-resistant adhesive which seals off moisture from the load. This low cost pallet will carry 4,000 lb. loads and tests show it will survive a number of trips without appreciable damage.



"X-P" corrugated board material handling pallet

GENERAL NEWS

To Run New York to Texas Through Train

"East-West Sunshine Special" starts July 7 with a New York-Mexico car

Daily through train service between New York and Washington, D. C., and the principal cities of Texas via St. Louis, Mo., will begin operation on July 7, with the inauguration by the Pennsylvania, Missouri Pacific and Texas & Pacific of the "East-West Sunshine Special," according to a joint announcement on June 13 by P. J. Neff, chief executive officer of the M. P.; Martin Clement, president of the Pennsylvania, and W. G. Vollmer, president of the Texas & Pacific. The new train will consist of through sleeping cars with open sections and rooms of various types, through reclining-seat coaches, lounge car, dining car and baggage car. It will use the St. Louis Union station but will not be switched at that point, the announcement emphasized.

In their statement the three railway officers said that intensive studies by the three roads have indicated that they are now handling, or expect to handle, a volume of passenger traffic sufficient to justify the operation of this train. Mr. Clement hailed the new service as "a most important milestone in American railroad history," and added that "St. Louis, already a great railroad center and gateway to the Southwest, gains in importance and prestige. We are proud of this plan for a solid through train—the first of its kind to be inaugurated."

Mr. Vollmer termed the new train "another vital step in the development of the Southwest" and a "happy culmination of plans that have long been under way by the lines serving St. Louis and the Southwest."

"The railroads serving St. Louis have long recognized the fact that through service which would eliminate the necessity for a change of trains at St. Louis would be a great convenience to travelers," Mr. Neff declared. "The new 'East-West Sunshine Special' will place the important cities of the Southwest in direct connection with the cities of the Atlantic seaboard. Carefully made surveys show that a vast majority of the American people still prefer to do their traveling in comfortable railroad trains, and we are going to do everything possible to provide them with the kind of service our surveys show they want." Mr. Neff added that negotiations for the operation of through sleeping cars via St. Louis and other eastern lines is being continued.

The new train will consist of sleeping cars and coaches running between New York and Dallas-Ft. Worth, New York and San Antonio, and Washington and

Houston-Galveston. Through sleeping cars between New York and Houston-Galveston, Washington and Dallas-Ft. Worth, and New York and El Paso will also be handled, and a through sleeping car between New York and Mexico City, Mex., will be operated via Laredo, Tex., and the National Railways of Mexico.

On its first westbound trip, the train will leave Pennsylvania station, New York, on Sunday, July 7, at 9:30 p. m.; Washington at 8:45 p. m.; Baltimore at 9:25 p. m.; and Philadelphia at 10:58 p. m. (all Eastern Standard time) and will arrive in St. Louis Union station on Monday at 4:40 p. m., Central time. After being serviced at St. Louis, departure will be at 5:30 p. m., with arrival in Dallas Tuesday at 9:50 a. m., Central time. Arrival in Fort Worth will be at 10:45 a. m.; Houston at 2:00 p. m.; Galveston at 4:10 p. m.; and San Antonio at 5:35 p. m., the same day. The through car will reach Mexico City at 8:50 a. m., Central time, July 11.

While the first trip to the East coast will leave Texas points on Sunday, June 7, the connecting car from Mexico City will start from that point on July 5 at 5:00 p. m., Central time. Departure on July 7 from San Antonio will be at 9:00 a. m.; Galveston, 9:45 a. m.; Houston, 12:01 p. m.; Fort Worth, 3:15 p. m.; and Dallas, 4:15 p. m., with arrival in St. Louis Union station on Monday, July 8, at 8:30 a. m., Central time. Leaving St. Louis at 9:30 a. m., the train will arrive in Philadelphia at 5:37 a. m., New York at 7:20 a. m.; Baltimore at 6:15 a. m., and Washington, 7:40 a. m., Eastern time.

Following announcement of the through train, Robert R. Young, chairman of the board of the Chesapeake & Ohio, said, "The announcement that the bottleneck at St. Louis has finally been broken following an intensive newspaper advertising campaign conducted by the Chesapeake & Ohio System demonstrates once again the power of the press in mobilizing public opinion. St. Louis, the natural gateway to the Southwest, gains in importance and prestige by this move and it is to be hoped that non-stop service from the East to the West coast can be promptly provided through St. Louis."

C. & O. Breaks Own Coal Loading Record

The bituminous coal loaded by the Chesapeake & Ohio on June 5 constituted the largest single-day volume in the history of the road, it was reported by Robert J. Bowman, president. The loadings totaled 5,140 cars. The largest previous volume loaded in one day was at the time of a British coal strike on September 9, 1927, when 5,138 cars were loaded at the mines served by the Chesapeake & Ohio.

Big Demand for Cars Foreseen by Kendall

Expects requirements to rise now that rail and coal strikes are settled

With the railroad and coal strikes settled, "it is a safe assumption that the demands for all types of freight car equipment will increase during the next several months," making it "highly important for the economic life of the nation that all shippers and receivers load and unload cars without delay and carriers transport cars expeditiously," Chairman Warren C. Kendall of the Car Service Division, Association of American Railroads, said in his June report on the "National Transportation Situation." He noted that the loading trend "is again upward in practically all commodity groups in connection with industry reconversion plans," and that there are "increased demands for cars for transporting food and fuel to the ports for export to foreign countries."

No Relief in Sight—With respect to the box-car situation, Mr. Kendall saw "little, if any, relief in sight." At the present time, he said, requirements for box cars for loading grain and grain products and other miscellaneous commodities "equal those of any previous heavy loading period." Among other factors in the situation are the calls for box cars to assist in handling potatoes normally handled in refrigerator cars and the watermelon crop normally handled in ventilated box and stock cars. The movement of melons from Florida for the current season through June 1 this year is 77.2 per cent greater than for the same period last year.

On the other hand, demands for auto box cars have been reduced as a result of the drop in production due to lack of parts. In this connection, the C. S. D. chairman noted that daily loadings of set-up automobiles have decreased from a high of 1,657 carloads reached on May 9 to 539 carloads on June 4. He added that it was not possible to forecast accurately the resumption of volume loading, but "manufacturers are making every effort to replenish their supply of parts in order to resume full operating schedules at the earliest date possible."

The heavy loadings of watermelons have taken all available ventilated box cars, and many regular box cars, too, as noted above. Special Car Order No. 37 is still in effect, providing for prompt relocation of the ventilated cars on home rails. All requirements for stock cars "are being currently met," even though the loading continues at a high level, the 1946 total through June 15 being 10.6 per cent greater than that for the cor-

responding 1945 period and 8.4 per cent greater than 1944.

Coming to the coal-car situation, Mr. Kendall noted indications of the "determined effort" being made to regain the tonnage lost during the strike, which the Solid Fuels Administration has estimated at 85,000,000 tons. He further reported that a number of roads had all-time record loadings during the week ended June 8, and "there is no indication of any letdown." Low domestic stocks and continued heavy demands for exporting, he added, "assure disposition of every ton that can be produced for many months to come."

"These peak requirements," the C. S. D. chairman went on, "indicate the urgent necessity of an adequate car supply. The railroads own sufficient equipment under normal turn-around to protect the loading of 185,000 carloads of revenue anthracite and bituminous coal weekly and from present indications, somewhere near that number will be offered throughout the summer and fall. Turn-around is the crux of the whole car supply problem and it is in this one item that receivers of coal can be of material help to the railroads and producers by seeing to it that no more coal is ordered than can be released promptly and that, so far as possible, every car is released within 48 hours of placement, or earlier."

Gondola Surplus Evaporating—The surplus of mill-type gondolas built up during the steel and coal strikes "is expected to be quickly absorbed as manufacturing activities return to normal," Mr. Kendall said, adding, however, that there should be sufficient gondolas to protect all requirements, "if not wastefully handled." In fact, the resumption of normal steel shipments to the Pacific coast "is expected to relieve the tight gondola problem in that area by providing more cars for return loading east and avoiding the necessity of moving empty gondolas west, as is now being done."

Demands for flat cars "have increased considerably," and the "slight surplus" of short cars "is rapidly disappearing." Long and wide flats are in "heavy demand," all units of that type being in active service. Likewise in active service are all covered hopper cars, and "shortages are forcing substitution of other classes of equipment on some roads."

Perishable loading "continues at record high levels," but all orders for refrigerator cars through the first week in June "were protected on a current basis." However, Mr. Kendall went on, "the supply is tightening up in the Southeast, Southwest, and California due both to heavy loading and to the retarded movement of empties the latter part of May and the first part of June caused by the railroad strike and by the floods in western New York and Pennsylvania."

Refrigerator car supply "will be extremely tight in all producing areas throughout the months of June and July," he added. And he proceeded to note the bans on the use of reefers for watermelons and for potatoes destined to alcohol processing plants, distilleries and breweries; and to call attention to the new prohibition, effective June 14, against their use for canned goods, beer, wine, and empty beer contain-

ers. The C. S. D. chairman again reported that "continued improvement is being made" in the reefer repair program, but added, as he did last month, that "this work depends on the supply of material made available for this purpose."

Merchandise Movement Fluid—With respect to the l. c. l. situation, Mr. Kendall reported that over-time and double-shift operations had cleared most of the congestion built up during the latter part of last month as a result of the railroad strike and embargoes placed on account of the coal strike. The C. S. D. chairman also made his usual reference to C. S. D. Embargo 400, requiring permits on all carload traffic going to Mexico when routed via the National of Mexico. In that connection he noted that the embargo has recently been amended so that carload shipments to the border points may be made only if the shipper certifies on the bill of lading that the freight is not intended for export to Mexico by rail or truck.

May reports showed that 17.98 per cent of the cars placed were detained for a longer period than the 48 hours free time. This is the same as the April detention, and it compares with 14.15 per cent for May, 1945. The fact that "unsettled transportation conditions brought about by the railroad strike" did not produce a higher percentage of detention in May than in April was called "noteworthy" by Mr. Kendall. As to the condition of equipment, he reported that there was a decrease of 3,256 in the number of serviceable freight cars, May 1 compared with April 1. Four and one-half per cent of all freight cars were awaiting repairs on May 1, as compared with 3.4 per cent on May 1, 1945.

The C. S. D. chairman's discussion of passenger service reported how the railroads proceeded immediately after settlement of the rail and coal strikes to lift restrictions and restore their schedules to normal.

"During the period the strikes prevailed," he went on, "the War Department confined their military travel to essential movements and held in abeyance the movement of a considerable number of prisoners of war, so that there are now in this country approximately 80,000 still to be handled. During the month of May there were moved 348,630 men in military service, of which 122,430 were from overseas. This does not include a considerable number of personnel handled in organized movements covered by symbols other than those generally applied. In addition to these movements approximately 30,000 imported agricultural laborers were handled. Such movements are continuing this month."

New C. & N. W. Streamliner

The Chicago & North Western has completed plans for the introduction of a new streamliner train to operate between Chicago and Rochester, Minn., and Mankato. Expected to be placed in service next year, the train will consist of equipment similar to that now in use on the North Western's "400" streamliner fleet, and will operate on a daylight schedule by way of Madison, Wis.

Mechanical Division to Meet August 8 and 9

Decision to hold the deferred annual meeting of the Mechanical Division, Association of American Railroads on August 8 and 9 at the Congress hotel, Chicago, with full member attendance was made at a meeting of the Mechanical Division general committee held at Chicago on June 19. The reports of standing and special committees will be presented and acted upon at this meeting. Among the speakers will be Gustav Metzger, president of the New York Central, and Clark Hungerford, vice-president operations and maintenance, A. A. R.

May Operating Revenues 34.8 Per Cent Under 1945

From preliminary reports of 86 Class I roads representing 80.2 per cent of the total operating revenues, the Association of American Railroads has estimated that the May gross amounted to \$430,147,682, a decrease of 34.8 per cent below the \$660,051,051 reported for the same 1945 month. Estimated May freight revenues were \$318,484,730, compared with \$498,303,644, a decrease of 36.1 per cent. Estimated passenger revenues were \$76,140,829, compared with \$114,095,332, a decrease of 33.3 per cent.

T. P. & W. Receivership Order Postponed Temporarily

A temporary writ of supersedeas was granted the Toledo, Peoria & Western management by the United States Circuit Court of Appeals on June 15, staying the enforcement of the order of Federal Judge J. LeRoy Adair, appointing Fred Windish, Galesburg, Ill., receiver for the road. (*Railway Age*, June 15.) The writ is effective during the period required by the appellate court to examine the road's arguments in objection to Judge Adair's order, in which a permanent writ of supersedeas is asked.

C. F. Kottkamp to Aid Planning B. C. R. Test Locomotive

Charles F. Kottkamp has joined Bituminous Coal Research, Inc., to assist John I. Yellott, director of research, in locomotive development work. Mr. Kottkamp, who as a lieutenant commander has a background of experience as officer-in-charge of gas-turbine test division, U. S. Navy, is now working on the development and testing of the type of gas turbine to be used to power the B. C. R. coal-fired locomotive. His headquarters are in the O'Sullivan building, Baltimore, Md.

Mr. Kottkamp entered the Navy in 1942; his duties included studies of steam-turbine operation and maintenance, both ashore and at sea. He holds the degree of B.S. in mechanical engineering from Bucknell university, where he majored in turbine design, power-plant design and operation, and thermodynamics. He entered industry in 1936 and was with the Carnegie-Illinois Steel Corporation, the Westinghouse Electric Corporation, and the Gulf Oil Corporation

in work related to applications and operation of the steam turbine.

According to the April-June bulletin of Bituminous Coal Research, Inc., at a recent meeting of the technical advisers of the Locomotive Development Committee, proposals of four manufacturers were heard on supplying gas-turbine equipment for the B. C. R. test locomotive. It was the opinion of the group that a power unit developing about 3,750 shaft hp.—3,000 hp. at the rails—would be the most useful size. Because of a long delay in obtaining a turbine after the order is placed, the purchase of a turbine unit is now under consideration.

The committee also discussed large-scale testing of the coal-handling equipment and the combustion system for the gas turbine to be carried on at the Dunkirk, N. Y., plant of the American Locomotive Company, where facilities include sufficient high-pressure air to burn up to 1,000 lb. of coal per hr.

It is anticipated that a detailed design for a locomotive will be ready as soon as tests of the turbine and related equipment assure success of the enterprise.

L. & N. Sued for \$50,000 in "Jim Crow" Case

Charging that they had been ejected from a dining car of a Nashville-Cincinnati train on March 17, two negroes have filed a suit against the Louisville & Nashville asking damages of \$50,000. The suit was filed on behalf of Ennis L. Powell, Charleston, W. Va., and James E. Stamps, Chicago, by Charles W. Anderson, Jr., assistant commonwealth's attorney, at Louisville, Ky., who announced he had taken the legal action as a means of testing the L. & N.'s so-called "curtain" system of segregating the races on its trains. The plaintiffs allege they were ejected from a table beyond a curtained section allocated to negroes in the dining car.

H. & M. Men Still on Strike

Although train operation on the Hudson & Manhattan has been halted since May 30 by the strike of its employee members of the Brotherhood of Railroad Trainmen and Brotherhood of Locomotive Engineers, some signs of progress toward resumption of service were reported as this issue went to press.

Although they continued to insist that no settlement except the 18½ cents per hour wage increase arranged at the White House for the larger railroads would be acceptable to them, the unions changed their policy with respect to the proceedings of the "emergency board" named by President Truman to the extent of having a representative appear before it to state their case. The suggestion was advanced in some quarters that abandonment of their boycott of the board may not have been unrelated to the fact that any failure on their part to comply with Railway Labor Act requirements might make the strikers ineligible for unemployment compensation payments.

Another "solution" of the impasse, in which the railroad contends it cannot afford to pay the wage increase unless it is allowed to raise its fares, has been proposed

meanwhile, namely, that the Port of New York Authority should assume control of the H. & M. (and presumably operate it at a loss for the benefit of its employees).

Freight Car Loadings

Loadings of revenue freight for the week ended June 15 totaled 867,918 cars, the Association of American Railroads announced on June 20. This was an increase of 37,792 cars, or 4.6 per cent, above the preceding week, a decrease of 5,404 cars, or 0.6 per cent, below the corresponding week last year, and a decrease of 9,575 cars, or 1.1 per cent, under the comparable 1944 week.

Loading of revenue freight for the week ended June 8 totaled 830,126 cars, and the summary for that week, as compiled by the Car Service Division, A. A. R., follows:

Revenue Freight Car Loading For the Week Ended Saturday, June 8			
District	1946	1945	1944
Eastern	151,174	162,532	162,631
Allegheny	159,400	194,838	195,188
Pocahontas	64,365	54,905	56,999
Southern	133,519	126,157	121,335
Northwestern	121,915	133,239	134,951
Central Western	133,109	134,565	128,016
Southwestern	66,644	78,422	74,054
Total Western Districts	321,668	346,226	337,021
Total All Roads	830,126	884,658	873,174
Commodities:			
Grain and grain products	43,506	53,011	43,893
Livestock	15,179	14,468	14,143
Coal	173,291	175,356	181,228
Coke	8,401	14,588	15,177
Forest products	47,135	46,547	47,815
Ore	58,493	72,741	83,001
Merchandise, e. c. l.	126,898	108,294	104,349
Miscellaneous	357,223	399,653	383,566
June 8	830,126	884,658	873,174
June 1	626,885	857,886	810,698
May 25	571,574	882,753	868,821
May 18	688,240	868,914	870,075
May 11	684,942	838,764	867,182
Cumulative Total, 23 weeks	16,410,189	18,634,574	18,630,187

In Canada.—Carloadings for the week ended June 8 totaled 69,766 cars, as compared with 66,317 cars for the previous week and 75,846 cars for the corresponding week last year, according to the compilation by the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
June 8, 1946	69,766	32,606
June 9, 1945	75,846	36,967
Cumulative Totals for Canada:		
June 8, 1946	1,522,131	777,847
June 9, 1945	1,550,294	851,565

Rate Conferences Do Not Coerce Member Roads, Says Tilford

Neither the Association of American Railroads nor the regional rate conferences seek to coerce or restrain individual railroads in the making of freight rates, which are subject always to final action of the Interstate Commerce Commission and the state commissions, John E. Tilford, traffic vice-president of the Louisville & Nashville, said in New York on June 19, before Lloyd K. Garrison, special master named by the United States Supreme Court to take testimony and report recommendations in the "conspiracy" suit of the state of Georgia against the eastern and southern railroads.

Mr. Tilford said that "each railroad not only reserves the right of individual action, but also exercises it freely." (For previous testimony, see the *Railway Age* for June 15, page 1188.)

"In the 12-year period, 1933-1944 inclusive," Mr. Tilford continued, "railroads in the South alone filed 19,309 notices of individual or independent action on rate matters, involving 4,522 readjustments, many of which included hundreds, or even thousands, of separate rates. The Louisville & Nashville alone has taken individual action as to rates and charges since 1932 in 1,040 separate instances. In none of these cases, nor in any other case, has there been any effort, direct or indirect, by any other railroad or group of railroads, southern or eastern, to coerce this railroad in the exercise of its own free will and judgment in carrying out its responsibility in rate making."

Conferences between and among railroads and between railroads and shippers "are more important from the standpoint of the public interest than from the standpoint of the railroads' interest," Mr. Tilford continued. "The coordination of railroad facilities and services, which involve many joint transactions between and among the various railroad companies, produces better public service, but such coordination can be continued only through cooperation of the managing officers," he maintained.

Discussing the frequently repeated statement that freight rates in the South are "39 per cent higher" than in the East, Mr. Tilford made it clear that this difference applies to less than one per cent of the traffic actually moving on southern railroads, and is offset by many southern rates that are lower than eastern rates.

Keep Forces "Car Conscious," Kendall Urges

W. C. Kendall, chairman of the Car Service Division, Association of American Railroads, has urged all transportation officers to review their operations and supervision, renewing instructions "to insure that everyone concerned with transportation shall be fully 'car conscious.'" The C. S. D. chairman's call for tighter controls came in a June 13 circular which stated that "the increasing deficiencies in the supply of box cars in almost every section of the country is a matter of serious concern to the shipping public, the railroad industry and government agencies."

After noting that the Interstate Commerce Commission had reinstated Service Order 369, which imposes super-demurrage charges on box cars, the circular went on to say that "this action places a responsibility upon the railroads to insure the most expeditious movement of loaded and empty cars."

"The Office of Defense Transportation and the commission," it added, "have expressed concern with respect to the utilization of equipment; specifically, attention has been directed to the increase in the number of cars loaded with l. c. l. traffic and the decrease in the average tons per car; the large number of cars held at many freight houses and transfers; instances of slow release of revenue freight cars under load with company material; instances of unusual delays in handling of

loads and empties, more especially deliveries after arrivals at terminals, and pulling of empties after release; they have stressed the carriers' responsibility to more nearly secure maximum efficiency from the equipment available."

In a June 14 "mailgram" to transportation officers, Mr. Kendall said that in recent weeks there had been a "marked increase" in the number of Canadian-owned box cars on U. S. lines as compared with U. S.-owned cars in Canada. He called attention to custom regulations and to the current rules which require that Canadian cars may only be loaded to or substantially in the direction of home and that they should not be delayed excessively while held for prospective loading.

"It is essential," Mr. Kendall added, "that instructions covering the proper utilization of Canadian equipment be renewed and that the matter be followed closely to insure full compliance." He had previously said that the development of a balance unfavorable to Canadian roads was a "matter of extreme concern to the Canadian roads and to the Canadian government and the subject has been brought to the attention of Colonel Johnson [director of O. D. T.] by the transport controller for Canada for remedial action."

Representation of Employees

The American Railway Supervisors Association, Inc., supplanted the Association of Supervisors as the representative for Railway Labor Act purposes of mechanical department foremen and supervisors of mechanics employed by the Pacific Fruit Express Company, as the result of a recent election which has been certified by the National Mediation Board.

As a result of other elections the Order of Railway Conductors continues to represent yardmasters employed by the New York, Susquehanna & Western and the Railroad Yardmasters of America continues to represent yardmasters employed by the Missouri Pacific. The Brotherhood of Railroad Trainmen was defeated in both elections.

Equipment on Order

Class I railroads on June 1 had 39,483 new freight cars on order, according to the Association of American Railroads. On the same date last year, they had 31,283 on order. This year's June 1 total included 10,561 hopper, including 3,078 covered hoppers; 4,812 gondolas, 1,163 flat, 12,773 plain box, 6,194 automobile, 3,880 refrigerator and 100 miscellaneous freight cars.

The Class I roads also had 585 locomotives on order June 1, compared with 504 on the same day in 1945. The former total included 63 steam, six electric and 516 Diesel-electric locomotives compared with 119 steam, two electric and 383 Diesel-electrics one year ago.

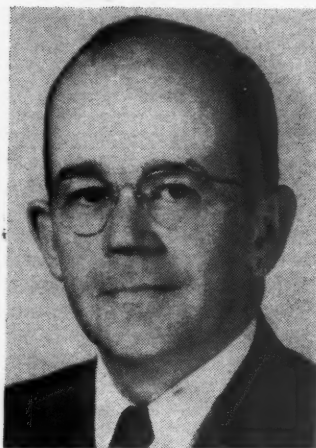
Class I railroads put 14,723 new freight cars in service in the first five months in 1946, compared with 18,818 in the same period last year. Those installed this year included 6,007 hopper, including 1,063 covered hoppers; 2,454 gondolas, 47 refrigerator, 55 flat, 1,009 automobile box and 5,151 plain box freight cars.

They also put 101 new locomotives in service in the first five months, of which 39 were steam and 62 were Diesel-electrics. New locomotives installed in the same period last year totaled 260, of which 43 were steam and 217 Diesel-electrics.

E. D. Benton Joins Staff of Battelle Institute

E. D. Benton, formerly fuels engineer of the Louisville & Nashville, has been named to the staff of the Battelle Institute, Columbus, Ohio, where he will be engaged in research on the utilization of fuel in locomotives.

Mr. Benton, known for his work on locomotive smoke prevention, has been the representative of the L. & N. on the Technical Advisory Board of Bituminous Coal Research, Inc. In that capacity, he was largely responsible for the initiation of the research study by Bituminous Coal Research which resulted in an improved steam-air jet for coal-burning locomotives. He was also instrumental in the installation of steam-air



E. D. Benton

jets on locomotives of the L. & N. and many other systems, by which these smoke-abating mechanisms were given practical service tests. With R. B. Engdahl, of the Battelle Institute, he was co-author of a paper on steam-air jets for locomotive smoke abatement which was presented before the Cincinnati, Ohio, meeting of the American Society of Mechanical Engineers in the fall of 1945.

Mr. Benton attended the University of Minnesota, following which he was an engineer for several Illinois power plants. In 1936 he became a fuel engineer for the Elkhorn Coal Corporation, Cincinnati, and in 1938 became associated with the Carter Coal Company, New York. He joined the engineering staff of the L. & N. in 1942. He is a member of the Executive Committee of the Fuels Division of the American Society of Mechanical Engineers and of the Railroad Committee of the Smoke Prevention Association of America. He is also a member of the Railway Fuel and Traveling Engineers' Association.

Union Pacific Boosts Kansas

The Union Pacific has prepared and is distributing, to promote the industrial and commercial development of that part of

Kansas which it serves, one of the most complete, colorful and comprehensive compilations of a state's resources and business opportunities which has ever been published. In the form of a ring-bound 11½ in. by 16 in. coated-stock book containing hundreds of photographs and page after page of multi-color maps and explanatory text, this comprehensive publication sets forth the resources, labor conditions, climate, power, utility, financial and transportation characteristics peculiar to 18 principal Kansas communities served by that road.

Exceptional both in design and content, this handsome book goes into detail for each of these cities to show the location and advantages of industrial acreage accessible to the railroad lines, using in that connection maps in colors, aerial photographs and informative descriptions. From Kansas City to Ellis, from Marysville to McPherson, the principal cities reached by Union Pacific rails are depicted in word and picture in a manner that will facilitate the selection of a suitable industrial site in Kansas by industries that may be considering the possibilities of its cities, large or small.

Librarians of Transportation Agencies Meet at Boston

The railroad situation today, the problems faced by the industry, and what is being done to overcome them, were outlined briefly by Henry F. McCarthy, executive assistant to the president of the New York, New Haven & Hartford, in an address to the Transportation Group of the Special Libraries Association at a meeting held in Boston, Mass., June 14. Mr. McCarthy's address included discussion of the recent railway strike and wage controversy, the pending rate increase, the effect of rate increases on the national economy, the national transportation policy and employee relations.

Librarians representing the railroads, airlines, aircraft and automotive manufacturers were in attendance at the meeting.

H. J. Ward Honored

Hugh J. Ward, deputy comptroller of the Pennsylvania, has been elected director of the Philadelphia Control of the Controllers Institute of America for the fiscal year 1946-1947.

Fear Main Objection to Flying, Public Survey Reveals

Fear is still the primary objection of the public to flying, according to the results of a nationwide public opinion survey of the aviation industry recently completed by the research department of the Curtis Publishing Company for the Saturday Evening Post. Findings in the survey, reported in Washington, D. C., on June 18 by Fred Bremier, in charge of aviation research for Curtis, were interpreted as showing that time is on the side of the airlines "because the older generation is passing on and the coming generation accepts the airline as a customary method of transportation."

"Expense or cost does not appear to be much of a deterrent in the use of airlines,"

the survey report continued, "because only a relatively few thought air travel was too expensive. Forty per cent of those interviewed reported they had taken at least one ride in an airplane, and 14 per cent said they had ridden in an airlines plane. Those who enjoy flying gave a variety of reasons. Speed was cited by almost three times as many people as listed the second-place reason, comfort. After these . . . air travelers mentioned convenience, novelty and sightseeing and the fact that planes are cleaner and more pleasant than other forms of transport."

The survey disclosed that the majority of people who have never flown have no interest in air travel, in addition to considering it "too risky." Of those who said they did not plan to travel by airplane, 37.5 per cent said they had "no occasion or desire" and 36.9 per cent said they were either too old or feared that form of transportation. Another large group, 17 per cent, expressed preference for other methods of travel. The survey also revealed that most people prefer to fly by day in order to see the scenery, while a majority of those who travel by air at night favored sleeping accommodations rather than regular seats.

Despite the great public interest in private flying, the survey showed that over 41 per cent of the people who want to buy a plane would not be willing to pay as much as \$2,000 for one. Another 30 per cent would pay no more than \$3,000, while more than half of those desiring to buy a plane do not want to spend more than \$600 yearly for insurance and maintenance. The survey also indicated a prevalent opinion that the U. S. should maintain a strong military force during peacetime to insure peace and that the air force is the most important branch of the armed forces. Seventy-eight and one-half per cent of those interviewed were willing to pay more taxes than they did before the war in order to support a strong military establishment; 96 per cent thought the government should spend money on aircraft research, invention and development; and nearly 70 per cent felt that airplane manufacturers should be financially assisted by the government in research, experimentation and invention for military aircraft.

May Ton-Miles

The volume of freight traffic handled by Class I railroads in May amounted to 38 billion ton-miles, according to a preliminary estimate by the Association of American Railroads. The decrease under May, 1945, was about 41 per cent.

Revenue ton-miles of service performed by Class I roads in the first five months of 1946 was approximately 27 per cent under 1945, and 28 per cent less than the corresponding period two years ago.

The table summarizes revenue ton-miles for the first five months of 1946 and 1945:

	1946	1945	Per cent Change
First 3 months	145,696,827,000	176,617,402,000	dec. 17.5
April	37,000,000,000	61,406,982,000	dec. 39.3
May	38,000,000,000	64,218,052,000	dec. 40.8
Total 5 months	220,700,000,000	302,242,436,000	dec. 27.0

^a Revised estimate.

^b Preliminary estimate.

Harriman Awards Presented

The E. H. Harriman Memorial Gold Medal for the best safety record among the larger railroads of the country, was presented to the Chesapeake & Ohio on June 19, at a dinner in the Ambassador hotel, New York. Robert J. Bowman, president, accepted the award presented by Robert V. Fletcher, vice-president of the Association of American Railroads and chairman of the Harriman Award committee.

A silver medal was awarded to the Duluth, Missabe & Iron Range, whose president, P. H. Van Hoven, accepted it. The Pittsburg, Shawmut & Northern, represented by its receiver, Thomas C. Buchanan, received a bronze medal. A certificate of special commendation was awarded to the Union Pacific and was accepted by George F. Ashby, president.

North Western Executive Says More Buying Is Planned

"The railroads, despite extensive purchases, are not 'shooting the works' this year," F. G. Fitz-Patrick, vice-president-traffic of the Chicago & North Western, declared in an address before the Central Western Shippers Advisory Board, at Casper, Wyo., on June 13.

"One thing we can be assured of," he continued, "is that the railroads alone will be giving manufacturers plenty of business for sometime to come, and in doing so they will be giving jobs to thousands of persons who work in plants that produce the things that railroads need." Citing the C. & N. W.'s current orders as an example of the volume of railway purchases, he told the meeting that his road had on order eight 2,000-hp. Diesel-electric passenger locomotives, seven 1,500-hp. freight units, 12 switchers, 1,300 box cars, 300 flat cars and 12 sleeping cars, in addition to orders for two 6,000 and one 4,000-hp. Diesel-electric locomotives and 20 passenger cars for joint service to the Pacific coast, while further equipment orders amounting to more than \$12 million are about to be placed.

Mr. Fitz-Patrick charged that the continuation of this vast railroad improvement program is being jeopardized by public transportation policies which promote inequalities among the various transportation agencies. He pointed out that of the four modes of overland transport, rail, air, highway and inland waterway, only the railroads own their facilities outright, on which they must pay taxes. By contrast, he stated, other carriers pay taxes on only a small portion of the facilities they use, while they depend on the federal, state and local governments to build and pay for their rights of way, for the use of which they pay only a small portion of the cost.

After giving some comparisons of taxes paid by railroads and other carriers, he continued, "they represent a trend that is

more than local. As recently as May 13, President Truman's signature made legal the matter of a federal appropriation of \$500 million for airport development and construction, with some \$356 million of that amount going to the individual states. Each one of us will contribute to that \$500 million through taxes of one sort or another. Much of that appropriation will eventually go into air fields and facilities used by privately-owned, commercial airlines. Have any of you ever heard of any federal or state appropriations to build railway stations or other railway facilities? No, of course not."

Concerning commercial operations on the public highways, Mr. Fitz-Patrick said that although it is a fact that commercial motor vehicles do pay something for the use of public highways, it is a matter of dispute as to whether those payments are sufficient in proportion to the use they get out of the highway.

"If a competing form of transportation has a superior service or can offer its service at lower costs than the railroads, that is a matter the railroads can meet only by making their service superior or reducing their charges," he said. "But if a competitor's service is superior simply because he has the advantages of public funds, such a competitor has a tremendous and unfair advantage over all other forms of commercial transportation."

Mr. Fitz-Patrick termed the railroads essential to "our very way of life" and asserted that the recent war and the subsequent disruptions to rail service caused by the coal and railroad strikes had proved that when the railroads stop the country is paralyzed. For the future, he forecast that the "railroads will be the principal form of transportation in this country. For mass transportation nothing has yet been found that can do the job as economically and efficiently as the railroads. In luxury passenger transportation the railroads will continue to offer the latest available, with new trains, new cars and new ideas for your use and pleasure."

Club Meetings

The twenty-second annual meeting of the St. Louis Traffic Club was held in St. Louis on June 4 at the Jefferson hotel. Installed as club officers for the coming year were Fred J. Fuerst, M-K-T, president; Joseph E. Hitt of Walter Bledsoe & Co., Oris A. Vinyard of the Southern, and C. S. J. Flood of Anheuser-Busch, Inc., vice-presidents; and L. V. Gudiswitz, Graham Paper Co., secretary-treasurer.

Railroad Enthusiasts' New York division has arranged a tour of facilities at Grand Central terminal on June 26 at 7:45 p.m. For those who do not take the tour movies will be shown. The tour of the terminal will originate from the club's quarters, Room 5928, Grand Central terminal.

The table of Selected Income and Balance-Sheet Items and current publications may be found on page 1247.

With the Government Agencies

I. C. C. Starts Pick-Up and Delivery Inquiry

Probe of rail and truck services also includes rates on small shipments

General investigations of railroad and motor carrier pick-up and delivery services and of rail and truck charges on small shipments not exceeding 300 lb. in weight each have been instituted by the Interstate Commerce Commission on its own motion. The proceedings involving railroad store-door services and small-shipment rates are docketed, respectively, as No. 29555 and No. 29556, while the truck cases are No. MC-C 542 and No. MC-C-543.

The commission orders instituting the investigations were entered at a June 10 session, according to a June 13 announcement by I.C.C. Secretary W. P. Bartel. At the same time the commission denied the February 4 and May 9 petitions where-in American Trucking Associations sought an investigation and order "with respect to rail and forwarder less-carload and any-quantity exception ratings and commodity rates lower than classification bases and to corresponding motor carrier exception ratings and commodity rates"; and one of the Middlewest Motor Freight Bureau for a "rule to show cause" why certain pick-up and delivery rates should not be increased.

With respect to the A.T.A. petition, Mr. Bartel said that the matters it covered "are now in major part under consideration" in the pending Ex Parte 162 proceeding where the railroads are seeking a 25 per cent increase in freight rates, "and in Docket No. 28310, Consolidated Freight Classification, and to some extent in the small shipments investigation mentioned above." The action sought in the Middle-west Bureau's petition, Mr. Bartel added, "was taken in broader scope in the pick-up and delivery services investigations mentioned above."

No date has yet been set for public hearings, but a prehearing conference in Nos. 29556 and MC-C-543, the small-shipments cases, will be held at the commission's Washington, D. C. offices on July 15. Commissioner Alldredge will preside, assisted by Examiners H. G. Cummings, L. J. Kassel, and G. B. Vandiver. "At that time," Mr. Bartel said, "proposals will be considered bearing upon times and places of the hearings, nature of evidence to be submitted, exchange of exhibits and all other matters pertinent to the investigations as described in Rule 68 of the General Rules of Practice."

Previously Mr. Bartel had indicated the scope of the proceedings, noting that the pick-up and delivery inquiries will consider "the reasonableness and lawfulness otherwise of charges, rules, regulations and prac-

tices of Class I common carriers by railroad and rules, regulations and practices of Class I common carriers by motor vehicle subject to the Interstate Commerce Act, affecting pick-up and delivery services in connection with transportation in interstate or foreign commerce by said carriers." The small-shipments investigations will embrace like inquiries inot rates and services accorded "small shipments, particularly those subject to minimum charges, but exclusive of shipments weighing more than 300 lb. each." Whereas the pick-up and delivery investigations are confined to Class I carriers, the orders in the small-shipments inquiries make respondents of all railroads and common-carrier truckers, except carriers of household goods.

F. E. C. Disputes Mediated by Emergency Board

Mediatory efforts of a National Railway Labor Panel emergency board resulted in settlement of four disputes, out of a group of five, between the Florida East Coast and approximately 1,000 of its employees represented by the Brotherhood of Railway Clerks, according to a June 14 announcement from the White House. The settlements were reached in disputes involving certain wage adjustments and rules governing hours of work and working conditions.

The board reported to President Truman that the fifth dispute, involving the union's demand for adjustments in rates of pay for a large number of positions, had not been completely processed in the manner contemplated by the Railway Labor Act. Thus it remanded the case to the parties for further negotiation.

Clearance for Extension of Wage Increase

Chairman H. H. Schwartz of the National Railway Labor Panel has issued General Wage Approval No. 3 authorizing payment to all railroad employees of the additional 2½ cents per hour wage increase which employees represented by the unions received as a result of the settlement of the recent strike. Chairman Schwartz had previously authorized a like extension of the 16 cents per hour awarded by the arbitration boards. The authorization "is permissive and shall not be construed as directing or ordering payment of such increases as are herein approved."

Panel Board on Union

Chairman H. H. Schwartz of the National Railway Labor Panel has appointed an emergency board from the panel to investigate a working-rules dispute between the Union Railroad of Pittsburgh, Pa., and its employees represented by the United Steel Workers of America, Congress of Industrial Organizations. Hearings before the board began June 17 at Pittsburgh.

Water-Competitive Rate Probe Denied

But I. C. C. advises shipping agencies on how they might otherwise proceed

While advising the United States Maritime Commission and the War Shipping Administration that it is not disposed to institute a general investigation of railroad rates and practices which are competitive with those of domestic water carriers, the Interstate Commerce Commission has at the same time told those two agencies how they might otherwise proceed to open the umbrella they would have the commission raise over their water-carrier wards. As noted in the *Railway Age* of March 30, page 698, the U. S. M. C. and W. M. C. at that time filed a petition asking the commission to institute on its own motion an investigation into all water-competitive rail rates.

The commission's response, dated June 14, has taken the form of a letter written by Chairman Barnard to Chairman Smith of the Maritime Commission and Administrator Conway of W. S. A. Generally, the letter states that the commission would prefer to deal with specific complaints; and it advises the shipping agencies that in some instances the water carriers might propose increases in their own rates, at the same time seeking continuance of existing differentials, whereas in other situations they might file complaints against specific rail rates. To allow time for adoption of the latter course, the commission withheld for 30 days action on the petition, in so far as it complains of rail rates subject to that type of attack.

As an example of the procedures it was recommending, the letter cited the commission's recent action reopening several cases involving rates on citrus fruits from Florida to points in northern states. As noted in the *Railway Age* of June 15, page 1195, this action was the result of a W. S. A. petition which embodied specific complaints. Meanwhile, the Barnard letter had got under way with an assurance that the commission had given "careful consideration" to the shipping agencies' petition seeking the general investigation.

Involves Three Rate Types—It went on to say the commission interpreted the petition as one calling for an investigation that would embrace all-rail rates "which may be deemed to be lower than they would be in the absence of competition with water rates," at the same time presenting "no question with respect to the relation between all-rail and rail-water rates." Thus Chairman Barnard classified the "depressed

(Continued on page 1234)

Equity-Saving Bill Approved by Senate

Rio Grande out, but other big roads in reorganization remain covered

The Senate on June 15 passed without a record vote the bill sponsored by Chairman Wheeler of its committee on interstate commerce to implement voluntary modification of railroad financial structures, including provisions making such procedures available to large railroads already undergoing reorganization as well as to all roads not yet in the hands of the courts. As noted in the *Railway Age* of April 20, page 834, where its provisions were outlined in detail, the bill, H. R. 1253, is an amplified successor to the so-called McLaughlin Act of 1942, which expired November 1, 1945.

Its application to carriers already undergoing reorganization is limited to roads involved in proceedings under section 77 of the Bankruptcy Act which reported for any of the calendar years 1942 to 1944 gross railway operating revenues in excess of \$50,000,000; but one road which would thus qualify—the Denver & Rio Grande Western—is nevertheless excluded under an amendment sponsored by Senator Johnson, Democrat of Colorado, and adopted by the Senate.

The amendment stipulates that the provisions covering roads in reorganization shall not apply if at the time of filing the petition for reorganization more than 90 per cent of the outstanding voting stock of the debtor road "shall have been owned or controlled directly or indirectly . . . by another railroad corporation and/or by a corporation owning or controlling more than 90 per cent of the outstanding voting stock of another railroad corporation. . . ." (All of the D. & R. G. W.'s common stock which the pending reorganization plan proposes to wipe out is owned equally by the Missouri Pacific and Western Pacific.)

Millions Involved—Thus the bill would apply to such roads as the Central of New Jersey, the Chicago, Rock Island & Pacific, the Missouri Pacific, the New York, New Haven & Hartford, the St. Louis-San Francisco, and the St. Louis Southwestern. Because its reorganization is an equity receivership the Seaboard Air Line would be excluded. During the Senate debate, Senator Reed, Republican of Kansas, said that it was his "best judgment" that, if the bill becomes a law, \$80,000,000 more will be available for the stockholders and junior bondholders of the New Haven; about \$60,000,000 in the case of the Rock Island; \$100,000,000 in the case of the Missouri Pacific; and "probably" \$75,000,000 in the case of the Frisco.

The bill now goes to the House, where there is pending on the calendar a similar bill sponsored by Representative Reed, Republican of Illinois. It is H. R. 5924, which would enable railroads undergoing reorganization to effect readjustment of their financial structures without further proceedings under section 77, if their properties during

a period of seven years have provided annual earnings sufficient to pay fixed charges. The Reed bill was reached on the January 17 call of the House calendar, but was bypassed "without prejudice" at the request of Representative Kean, Republican of New Jersey.

In discussing S. 1253 during the debate which preceded its Senate passage, Senator Wheeler expressed his view that the House was disposed to pass similar legislation at the present session. He mentioned the pending Reed bill and the fact that the House committee on rules had approved a resolution designed to give it preferred position on the House calendar; and he also recalled that the House has previously passed two bills along the same lines which were sponsored by Representative Hobbs, Democrat of Alabama.

From time to time in his further discussion of the bill, Senator Wheeler referred to developments under section 77 reorganization procedures as "a scandal," and expressed his "humble judgment" that such procedures have been "a racket with some of the trustees and lawyers." The Montanan also complained that courts and trustees have not permitted debtor roads to use their cash resources to pay off indebtedness. Meanwhile, he noted how roads not in reorganization have been doing "a magnificent job" in the way of reducing their debt and refunding the remainder at lower interest rates.

The senator admitted that he was "very skeptical" after voluntary readjustments by railroads when the first legislation along that line (the Chandler Act, predecessor to the McLaughlin Act) was passed. But "that legislation worked so admirably that every railroad executive in the United States, many lawyers, and even insurance company representatives said: 'We want that kind of bill to apply to every railroad in this country in the future.'"

The Rio Grande Situation—When Senator Johnson suggested that the bill should be entitled "A bill to destroy railroad credit were it not for the R. F. C.," Mr. Wheeler refused to let the Coloradan "get away with that statement." His answer was this question: "If we wipe out \$2,500,000,000 worth of securities on the basis of a guess of some official in the Interstate Commerce Commission, who will invest money in any railroad security?" Later on Senator Johnson mentioned past talk in the Senate about "taking water out of railroad stocks," recalling that when President Truman was a senator he "made several addresses on that very question." Senator Wheeler replied that there was a time when the railroads were overcapitalized, "but frankly money has been put into the railroads today, and I doubt very much whether they are now overcapitalized." He conceded that some roads may be overcapitalized "to the extent that they cannot earn money on their present capitalization; but that does not mean that the money has not gone into the railroad."

The interest of the Chicago, Burlington & Quincy in the disposition of the D. & R. G. W. was again brought out in the debate by Senator Reed, who said the matter had been discussed with him by "a personal repre-

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Wallace Would Sell Federal Barge Line

Gets Democratic opposition and Republican support in House committee

Secretary of Commerce Wallace believes that "now is the appropriate time" to offer the government-owned Inland Waterways Corporation for sale to private interests, but he did not convince the majority of a House appropriations subcommittee before which he expressed his view in the course of recent testimony on the Government Corporations Appropriation Bill for the fiscal year ending June 30, 1947. In reporting the bill, H. R. 6777, to the House on June 13, the appropriations committee included a recommendation against "early disposal" of the barge lines, although it conceded that the matter would not be within its jurisdiction.

The committee thus adopted the view of its subcommittee's majority members—Representatives Mason of Texas, Whitten of Mississippi and Gore of Tennessee, Democrats. Meanwhile, Secretary Wallace's view found support in a minority report filed by two Republicans who had comprised the subcommittee's minority—Representatives Jensen of Iowa and Ploeser of Missouri. The record of the hearings shows that the proposed sale was strongly opposed by Mr. Gore, although he asserted his belief "in the efficacy of the capitalistic system and private enterprise," and was "perfectly willing for Secretary Wallace to make a good record as a private enterpriser."

Unions Troublesome—Questioning of I. W. C. Chairman South Trimble, Jr., by Representative Jensen indicated the latter's suspicions that the Department of Commerce might be anxious to be relieved of present and prospective controversies with labor organizations. In commenting on I. W. C. agreements to maintain a minimum number of employees on certain operations, Mr. Jensen said: "I think what is worrying you folks is the fact that the union's leaders have grown up over you; they have taken over 'daddy.' You do not want to get into a fight with them, so you are anxious to sell the whole thing out and be through with it. What else can we gather from it knowing as we do that the party in power wants more government in business."

Mr. Trimble replied that he would not want to leave an impression of that kind; and he thought the record would show that I. W. C. had taken off a number of boats, and that "we have cut down the force." However, Mr. Jensen seemed unconvinced, for he said later on that "the selling of this corporation now is to get rid of the whole thing before some labor leader proves that he is bigger than the government; because certainly they have taken over lock, stock, and barrel in some instances, and it is a pretty good time to get rid of this thing before they might prove, to the detriment of our way of life, that they are the masters and we are the servants."

Meanwhile, Secretary Wallace had made his statement which got under way with a

highlight review of I. W. C.'s history. Among other things, the secretary recalled that the act creating the corporation stipulated that its operation by the government should continue until navigable channels had been completed for dependable and regular transportation on the rivers where the corporation operates; until adequate terminal facilities had been established; until joint tariffs with rail carriers have been published, and until private interests were ready and willing to engage in common-carrier service on the rivers.

Conditions of Sale—When these conditions are fulfilled, the Secretary of Commerce is authorized to sell; but the sale cannot be to a rail carrier nor to any party who will not agree to carry on a common-carrier service in substantially the same manner as I. W. C. It is also necessary that the Interstate Commerce Commission evaluate the property and report the fair value to the President.

"I am," said Mr. Wallace, "heartily in accord with the policy of Congress that the facilities and operating rights of the corporation be sold to private parties when there is assurance that such parties will conduct a common-carrier service similar to that performed by the corporation. After studying the problem since I have been in the Department, I have come to the conclusion that now is the appropriate time to offer the facilities of the corporation for sale to private interests.

"I believe that the conditions for sale have been substantially complied with except the publishing and filing of joint tariffs containing reasonable joint rates with rail carriers. It is doubtful if the rate case now pending before the Interstate Commerce Commission on reasonable and equitable differentials in rates between rail and water carriers will be settled in the near future. It is unlikely also that an evaluation of the facilities by the commission could be completed at an early date."

Instead of waiting on the I. C. C., Mr. Wallace has had legislation drafted which would authorize him to dispose of I. W. C. even though the rail-barge joint rate case and the valuation be not determined. This move to expedite matters came after private parties had "indicated their interest in purchasing the corporation." The proposed bill, Mr. Wallace said, had been forwarded to the Bureau of the Budget "for clearance and, if approved, will be transmitted to Congress in the near future." At the same time Mr. Wallace assured the subcommittee that the Department of Commerce "will do its utmost to carry out the mandate" if Congress decides that the corporation should not be sold until all of the original conditions are fulfilled.

Further discussion of the proposed sale came in testimony of Chairman Trimble and other I. W. C. officers. They endorsed the Wallace view but also testified that if I. W. C. is retained by the government there would have to be substantial expenditures (\$11,000,000) for modern equipment and rehabilitation of existing equipment to permit efficient operations and thus avoid recurring operating deficits such as those experienced in recent years. It was also brought out that I. W. C. had been a member of American Waterways Operators, Inc., which is headed by Chester C.

Thompson, former I. W. C. president; and that I. W. C.'s contributions were first at the rate of \$25,000 a year and later \$1,000 a month. After the association came out in favor of dissolving I. W. C., the latter canceled its membership.

Views on Rate Increase—W. G. Oliphant, traffic manager of I. W. C., testified that the corporation has filed with the I. C. C. a petition asking that any rate increase granted to railroads and other water carriers in the pending Ex Parte 162 case be extended to I. W. C. charges. At this point Mr. Wallace broke in to say that "we are not joining the railroads in asking for a 25 per cent increase." He explained that he did not want the Department of Commerce to be in that position.

The bill, which was passed by the House the same day it was reported, embodies the fiscal 1947 budgets of the various government corporations as set up in the Corporation Supplement to the Budget, filing of which was noted in the *Railway Age* of May 18, page 1032. The bill does not actually appropriate the amounts budgeted, but it embodies a series of restrictions disapproving specific expenditures proposed by the corporations. Subject to such restrictions, the submitted budgets are approved, the corporations retaining control of their revenues and expenses as they did before enactment of the 1945 law requiring the submission.

As noted in the issue of May 18, the I. W. C. submission indicated that it will incur deficits of \$1,497,661 for the current fiscal year and of \$1,083,281 for fiscal 1947. It further showed that "funds applied" during fiscal 1947 will total \$11,585,000, including \$3,160,719 for the "acquisition of assets" and \$8,424,281 for expenses. Revenues are expected to provide \$8,061,000 of the foregoing total while the remaining \$3,524,000 will come from "realization of assets." In the latter connection, the budget statement reported that I. W. C. this year had to begin selling its government bonds to liquidate its deficits, its "earned surplus" having become exhausted. This process will continue in fiscal 1947.

Limitations embodied in the bill stipulate that I. W. C. shall not spend in fiscal 1947 more than \$624,000 for administrative expenses. It had proposed to spend \$714,281 for that purpose. Also, it is stipulated that I. W. C. salaries, except those of vessel employees, shall be no higher than those of comparable civil service positions; and that the wage rates of the vessel employees shall be no higher than rates "prevailing in the maritime industry."

Committee Would "Explore"—In opposing Secretary Wallace's view that now is the appropriate time to sell the corporation to private interests, the committee's report said that "there remains much exploration to be done in determining the feasibility of inland waterways transportation on still other streams, and it is doubted whether private owners of the system would adequately carry on such exploration." Also mention was made of the rail-barge rate proceeding "pending before the Interstate Commerce Commission for more than 12 years." In this connection, the report added that the committee was not advised as to the details of all the delays in-

volved; but it "considers the time that has elapsed since the filing of the case unconscionable and desires to urge that the Department of Commerce and the Interstate Commerce Commission make every effort to expedite a settlement of the matter."

It was the further view of the committee that sale at this time, when the corporation is "at the lowest ebb of its income" and its properties are "deteriorated," would not meet the congressional mandate to the effect that the transfer to private interests should come "when such transfer can be made to the best advantage of the government." Finally, the report said that "in determining the value to the people of the operation of the barge lines consideration must be given to the effects on the rates of railroad transportation, the vast benefits of which cannot be estimated and which are not limited to the immediate areas of the rivers."

As indicated above, the minority report supported Secretary Wallace's position. And one of its signers, Representative Jensen, sought to have the government stop "throwing good money after bad money" by an amendment which would have added to the bill another limitation prohibiting I. W. C. from spending the \$2,600,000 it proposes to lay out in fiscal 1947 for new equipment and repairs to old equipment. The amendment was rejected.

Higher Tie Prices

Ceiling price increases on western pine and Douglas fir railroad ties have been authorized by the Office of Price Administration in Amendment No. 2 to Maximum Price Regulation 556, effective June 11. The new ceilings raise prices of western pine ties by \$4.550 per thousand board feet, Douglas fir cross ties by \$5.50, and Douglas fir switch ties by \$4.50.

O. W. M. R. to Continue

President Truman announced at his June 14 press conference that the Office of War Mobilization and Reconversion would be continued under the direction of Dr. John R. Steelman, his special assistant and labor adviser who functioned as the President's representative in the recent railway wage case that was settled after members of the Brotherhood of Railroad Trainmen and Brotherhood of Locomotive Engineers had been on strike for two days. Prior to the announcement of the Steelman appointment, it had been understood that O. W. M. R. would be terminated with the transfer of its former director, John W. Snyder, to the secretaryship of the treasury.

I. C. C. Favors General Idea of Federal Traffic Bureau

Reporting to Chairman Wheeler of the Senate interstate commerce committee on the bill he introduced to establish a Federal Traffic Bureau with broad powers over government shipping and transportation matters, the Interstate Commerce Commission has expressed its judgment that the "object" of the bill "is desirable in order to avoid duplication of effort and more uniform and expeditious handling of transportation matters in which the government

is interested as a shipper." At the same time the commission said that it did not know "how practical such an arrangement would prove to be for the respective executive departments."

As noted in the *Railway Age* of April 27, page 886, the introduction of the bill (S. 2088) was the aftermath of the investigation which the Bureau of the Budget conducted at Senator Wheeler's request into transportation charges paid by the War Department. The commission's comment was embodied in a letter which Commissioner Splawn, chairman of its legislative committee, wrote recently to the senator, who had asked for such a report.

Monongahela Connecting Taken Over by Truman

President Truman issued a May 14 Executive Order placing the strike-bound Monongahela Connecting under government control and assigning its operation to the Office of Defense Transportation. O. D. T. Director Johnson took over as of 6 p.m. that day, appointing Homer C. King, O. D. T. deputy director, as federal manager; and the striking employees have returned to work.

The strikers were members of the Brotherhood of Railroad Trainmen. The O.D.T. statement on the government seizure said that the road "performs vital switching services in the Pittsburgh district and serves various mills, furnaces and other industries located on its line, including the Jones & Laughlin Steel Co., whose operations have been disrupted."

Kendall Again I. C. C. Agent for Control of Box Cars

Warren C. Kendall, chairman of the Car Service Division, Association of American Railroads, is again agent of the Interstate Commerce Commission with authority to direct the movement and distribution of box cars throughout the country. The appointment came in Service Order No. 534, effective from June 21 until December 20 unless otherwise modified, which amounts to a reinstatement of Service Order No. 439 that expired on June 5.

Service Order 531, effective from June 15 until June 30 unless otherwise modified, requires 10 midwestern and northwestern roads to give country elevators preferential car supply for loading grain to terminal markets. A similar previous order, No. 458, expired June 6.

Service Order No. 530, effective from June 13 until July 8, directs the Baltimore & Ohio and Pennsylvania to reroute cars of Canada-bound coal now delayed at Charlotte dock, Rochester, N. Y., and Sodus Point as a result of the strike of employees of lake cargo carriers. Under the terms of the order the cars are to be delivered to the Ontario Car Ferry at Genesee dock, or forwarded over all-rail routes.

Amendment No. 1 to Service Order No. 411 extends from June 22 to September 30 the expiration date of that order which authorizes initial icing of refrigerator cars at carriers option at Roseville, Cal., San Jose, and Stockton. Amendment No. 5 to Service Order No. 95 extends from June 30 to December 31 the effective date of that

order which makes the manager of the Car Service Division's Refrigerator Car Section an I. C. C. agent to control distribution of reefers.

Box cars were again subject to superdemurrage charges ranging up to \$16.50 a day as a result of the Interstate Commerce Commission's June 7 action reinstating Service Order No. 369 which had been under suspension since April 3. The reinstatement, effective at 7 a.m. June 15 came in Service Order 369-B.

Chairman Kendall of the A. A. R. Car Service Division has issued Circular CSD 380, advising railroads that, "until further notice and on request of O. D. T. and I. C. C.," they should observe the following regulations with respect to furnishing refrigerator cars and box cars for shipments of Irish potatoes: "1. Do not place cars for loading except upon written car order which car order shall contain assurance that the car or cars placed will be billed within 24 hours after completion of loading. 2. In the event cars loaded are not billed within 24 hours as provided above, do not furnish any additional empties until all cars held under load have been billed."

Coal Storage Rule Relaxed

Domestic consumers of bituminous coal "who ordinarily make use of storage facilities" are now permitted to receive up to 60 per cent of the supply they obtained during the past fuel year, April 1, 1945, to March 31, 1946. The relaxation of the storage rule came in a June 16 order of the Solid Fuels Administration.

The order amends the direction issued May 31, after the government took over the coal mines, that direction having limited all domestic consumers of bituminous to a 10-days' supply. Domestic consumers who do not ordinarily store are still limited to 10-days' supply, or one truckload, carload, or barge lot if they ordinarily obtain coal in that way.

Collision of Train and Track Car Brings Show-Cause Order

Following through from its investigation of an April 24 head-end collision between a freight train and a track motor car on the Central Vermont near Sharon, Vt., the Interstate Commerce Commission has issued an order directing that road to show cause why it should not be required "to provide adequate train order protection or adequate block-signal protection for the movement of track motor-cars on its line." The order to which a formal return must be filed by July 8 was by Commissioner Patterson, who also made the report of the accident which killed one employee—the foreman of the section crew on the motor car.

The investigation disclosed that track motor-cars in the territory involved move on the authority of an "oral line-up" of all trains issued at 7 a. m. daily except Sunday by the train dispatcher. Trains are operated by timetable and train orders, there being no block system in use. Section foremen at closed offices and operators at open offices are required to listen to the oral line-up which the dispatcher broadcasts by

telephone; but, the report said, "operators only are required to repeat the line-up or to listen to its repetition." Meanwhile, however, the maintenance of way rules and instructions require that the person in charge of a motor car used on the main track must carry a copy of the current timetable; and that the car must always be equipped with the required flagging equipment.

The accident occurred shortly after the April 24 line-up had been broadcast by the dispatcher at 7:01 a. m. that day. At about 7:08 a. m., the motor car, occupied by the foreman and three laborers, departed southbound from Sharon. About two minutes later it was struck by a northbound freight train. Track curvature and a high embankment restricted the view to about 500 feet, but the section crew saw the train approaching at that distance and the motor car was likewise seen by the engine crew. The train brakes were thrown to emergency, but the distance was not sufficient for a stop and the car was hit as the section men were attempting to remove it from the tracks.

The train dispatcher said that he had no knowledge as to the understanding had by the foreman of the daily line-up, "as foremen are not required to repeat the line-up or to inform the dispatcher that they are listening on the telephone." Surviving members of the section crew said that when they reported for duty at 7 a. m., the foreman was writing in a notebook as he listened on the dispatcher's telephone located at the Sharon station. He did not, however, inform them as to the movement of trains in the vicinity as he had on some occasions, "but it was not customary."

"During the past two years," the report went on, "the commission has investigated nine collisions involving motor-cars on other railroads. Those accidents resulted in the deaths of 22 persons and the injury of 19, and were caused by failure to provide adequate protection for the movement of track motor-cars." Then came the finding that the present accident was also attributable to that cause, the report next proceeding to its recommendation that the C. V. provide "adequate train-order or block-signal protection" for motor car movements, and its announcement that the show-cause order would be served on the road.

May Employment

Railroad employment decreased 2.98 per cent—from 1,347,401 to 1,307,251—during the one-month period from mid-April to mid-May, and the mid-May total was 8.38 per cent below the total for May, 1945, according to the preliminary summary prepared by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission. The index number, based on the 1935-39 average, was 128.6 for May, as compared with 134.2 for the previous month and 140.4 for May, 1945.

May employment was above that of the corresponding 1945 month in two groups, the increases being 0.37 per cent in executives, officials and staff assistants and 1.47 per cent in transportation, other than train, engine and yard. The declines ranged from 3.34 per cent in professional, clerical and general to 14.6 per cent in maintenance of way and structures.

As compared with the previous month,

there were declines in May in seven employment groups, the range being from 0.05 per cent in executives, officials and staff assistants to 5.82 per cent in maintenance of equipment and stores. The only increase in employment over April, 1946, occurred in the maintenance of way and structures category, amounting to 0.51 per cent.

Water Competitive Rate Probe Denied

(Continued from page 1230)

all-rail rates" involved in three categories as follows:

"(A) All-rail rates which depart from the long-and-short-haul provision of section 4 of the Interstate Commerce Act under authority of fourth-section orders in which the relief granted has been coupled with a requirement that a relation between all-rail and water rates in the nature of a fixed differential be maintained; (B) all-rail rates of the same nature as those in group (A) except that no fixed differential has been required; and (C) all-rail rates which are depressed because of water competition but conform to the long-and-short-haul provision, such rates perhaps being subject to attack as unlawful on the ground that they are unreasonably low or are blanketed over such wide areas that they cause undue prejudice and preference as between different localities."

As the commission read it, the petition identified no individual rates in the foregoing categories with sufficient particularity to warrant its acceptance "as the basis for a proceeding of investigation and inquiry on our own initiative." Under "familiar principles of administrative law," Chairman Barnard added, the commission does not believe "that it would be fair to the carriers or shippers of the country to enter upon an investigation in which the issues were so vague and indefinite and yet all-inclusive as they would be if the scope of the proceeding were to be defined in the terms of the petition."

Mindful of its responsibilities, "particularly under section 4 of the Interstate Commerce Act, which makes it our duty to modify relief granted under that section from time to time to make sure that the relief conforms to the spirit of the act at all times," the commission had a study made of its outstanding fourth-section orders granting relief based on water competition." That study indicated "that it would not be desirable to undertake any wholesale revision or rescission of those orders in a nationwide proceeding," the statute contemplating that fourth-section relief "is to be granted or denied according as 'special cases' are made out," each presenting its own incidents.

Advice on Procedure—After giving the petitioners this general background, Chairman Barnard, as noted above, proceeded to give them more specific advice as to how they might move toward their objectives. That portion of his letter read as follows:

"With respect to the situations falling within the category (A) before described, water carriers are at liberty to publish increased water rates in such amounts as they

consider justifiable, subject to possible protest and suspension. Simultaneously with the filing of schedules of increased water rates your agencies or any other interested parties might appropriately call to our attention any instances in which continuance of a differential with all-rail rates previously prescribed would not comport with the standards of the Interstate Commerce Act. We could thereupon give consideration to modification of the outstanding fourth-section orders. Where the prescribed differentials were unobjectionable to the water lines, no such action would be necessary.

"In the case of rates embraced in category (B) above referred to a substantial revision of the water rates without a corresponding revision of the all-rail rates might be viewed as such a change in the competitive conditions as would warrant modification of the outstanding fourth-section relief. Your agencies or other interested parties at the time of filing any such increased water rates would be at liberty to advise us of the desirability of considering whether a relation with the competitive all-rail rates should be prescribed, identifying the fourth-section orders involved so that consideration might be given to modifying such orders after complying with procedural requirements.

"The action above outlined with respect to categories (A) and (B) permits water carriers to publish such rates as they consider reasonable and provides an orderly means for preservation of existing rate relations between the rail and water rates where such relations are proper. If such relations are considered improper, the water carriers and other parties would be able to move for the correction of such relations. This course would avoid the reopening of any fourth-section applications except where the propriety of existing relations between rail and water rates is challenged.

"With respect to category (C) above described, it is our view that before instituting a nationwide or comprehensive investigation of relations between all-rail and all-water rates in fairness to the shippers, the carriers, and this commission, the particular rates complained of should be specified with sufficient clearness to give some idea of the scope of the proceeding. Such definition would enable us to determine whether separate investigations would expedite final decision in certain particular situations. We shall withhold action concerning rates embraced in category (C) for 30 days to enable your agencies and other interested parties to identify the particular rates which may be assailed."

1945 Forwarder Returns

Fifty-one freight forwarders having annual gross revenues of \$100,000 or more reported an aggregate 1945 net income of \$232,628 after all charges and provisions for income taxes, according to a compilation issued by the Interstate Commerce Commission's Bureau of Transport Economics and Statistics. This 1945 income compares with a 1944 deficit of \$237,486.

Gross revenues last year amounted to \$169,522,364, from which \$132,393,094 was paid to various transportation agencies whose services were utilized. Railroads

received \$93,298,400; line-haul truckers, \$17,495,923; water carriers, \$193,754; pickup and delivery and transfer agents, \$20,382,924, and "other transportation purchased," \$1,022,093. In 1944 the forwarders reported gross revenues of \$179,269,713, from which they paid \$141,592,213 to transportation agencies, \$98,767,328 going to the railroads.

Acme Fast Freight, Inc., National Carloading Corporation and Universal Carloading & Distributing Company accounted for \$109,037,387 of the \$169,522,364 in 1945 gross revenues reported by all 51 forwarders included in this compilation. Acme's gross was \$34,345,199; National's, \$32,425,097, and Universal's, \$42,267,091. After provision for income taxes, Acme and National reported 1945 net incomes of \$86,204 and \$196,952, respectively. Universal reported a deficit of \$9,609.

During 1945, the 51 reporting forwarders received from their customers 4,128,446 tons of freight, representing 16,613,536 shipments, as compared to the 1944 total of 18,529,197 shipments totaling 4,604,356 tons.

I. C. C. Signal Hearing

On June 18, the Interstate Commerce Commission, Commissioner Patterson presiding, held a preliminary hearing with reference to the order issued May 20, having to do with an investigation concerning proposed signaling on territory where trains are operated at 50 or more miles per hour, as given in more detail on page 1116 of the *Railway Age* for June 1.

At the opening of the hearing on June 18, Commissioner Patterson reviewed actions of the commission on signaling matters for the past 25 years, and asked for proposals from the floor as to means for expediting the investigation. C. Hungerford, vice-president, operations and maintenance, Association of American Railroads, reported that representatives of the carriers had held preliminary meetings, and he proposed a committee to cooperate with the commission in developing the requirements to be incorporated in a general order to the railroads.

Members of this committee are: J. J. Brinkworth, vice-president—general manager, New York Central (Big Four); W. R. Triem, general superintendent telegraph, Pennsylvania; R. C. White, chief operating officer, Missouri Pacific; J. H. Aydelott, general manager, Lines East, Chicago, Burlington & Quincy; R. G. Henley, general superintendent motive power, Norfolk & Western; A. Chinn, chief executive officer, Alton; G. K. Thomas, signal engineer, system, Atchison, Topeka & Santa Fe; E. W. Reich, superintendent telegraph and signals, Reading; L. C. Walters, assistant to vice-president, signal and electrical, Southern; L. D. Dickinson, general signal engineer, Union Pacific; A. S. Hunt, chief engineer communications and signals, Baltimore & Ohio; and, E. E. Mayo, chief engineer, Southern Pacific.

Typical forms calling for information concerning miles of road on which trains were operated at certain speeds and the system of signaling in service were distributed and discussed, as were also forms concerning definitions of medium speed and low speed. Such forms are to be sent to the carriers to be filled out as of July 1,

and returned by August 10, and Commissioner Patterson announced that a formal hearing was scheduled in Chicago September 9 to 12, inclusive. During the discussion, it was brought out that, if the general conclusions developed at the September hearing were not acceptable to any railroad, that carrier would have time to ask for a special hearing before any general order that might be issued would become effective.

Amended Bulwinkle Measure Is Reported to Senate

The Senate interstate commerce committee, meeting in executive session on June 14, voted 10 to 2 to report favorably to the Senate an amended version of H. R. 2536, the House-approved Bulwinkle bill to exempt railroads from anti-trust laws with respect to rate-making practices and other joint action arrangements. The two negative votes were cast by Senator Wheeler, Montana Democrat and committee chairman, and Senator Tobey, New Hampshire Republican. Senator Shipstead, Republican of Minnesota, withheld his vote.

Coincident with the approval by the Senate committee of H. R. 2536 was the introduction by Senator Wheeler in the Senate of S. 2333, a bill which he described as his "substitution" for the Bulwinkle bill and which he said was drafted with the collaboration of the Department of Justice, a vigorous protestant to H. R. 2536.

Reed in Charge—The committee, meanwhile, delegated Senator Reed, Kansas Republican, to report H. R. 2536 to the Senate, which he did on June 18, as Senator Wheeler had left for Montana on the previous day to participate in the primary elections. After the session at which the committee approved the bill, Senator Reed expressed his view that the amended version was a "great improvement" over that passed by the House.

Indicating that he may submit a minority report to the Senate, Senator Wheeler said he opposed H. R. 2536 because "it gives absolute to the railroads for agreements over which the Interstate Commerce Commission has no power to regulate. Where the commission has power to regulate rates, then in my judgment the railroads should not be subjected to anti-trust prosecution."

"The bill goes further than that," Senator Wheeler continued, "and what I am afraid of is that every other industry group will invade Washington for exemption so that they no longer will be subject to anti-trust laws. The Department of Justice thinks that H. R. 2536 is worse now than it ever was."

One of the principal amendments added by the Senate committee to the House bill is a more precise statement of the standards governing the Interstate Commerce Commission in granting or withholding approval of agreements submitted by carriers. Under the language of the Senate committee amendment, they may be approved only if the I. C. C. shall find that "the object of the agreement is appropriate for the proper performance by the carriers of service to the public, that the agreement will not unduly restrain competition and that it is consistent with the public interest as declared by Congress in the national

transportation policy set forth in this Act."

Amendments Approved—The committee also adopted an amendment to give the I. C. C. the right to call for reports from carrier rate conferences and other organizations established or continued pursuant to agreements which require commission approval, and the right to inspect the books, accounts, files and records of such organizations.

Another amendment states that no agreement shall be approved unless "there shall be accorded to each party the free and unrestrained right to act contrary to and independently of the determination" of a carriers' conference or other organization. The same amendment adds that "nothing in this section and no approval of any agreement by the commission under this section shall be so construed as in any manner to remove from the purview of the anti-trust laws any restraint upon the right of independent action by means of boycott, duress or intimidation."

Senator Reed, incidentally, said that he believed a proviso in section 9 of the bill would meet the objections raised by Senator Wheeler. Section 9 carries the grant of immunity from the anti-trust laws as rewritten by the Senate committee, which also added to that section the proviso Senator Reed had in mind—that stipulating that the grant of immunity "shall not apply to agreements, or parts thereof, dealing with matters over which the commission has no jurisdiction."

Equity-Saving Bill Approved by Senate

(Continued from page 1231)

sentative" of Burlington President Ralph Budd. The senator went on to say that he had complained to another Burlington representative about that roads' having "made the situation more difficult" when it "went to Aurora where your big shops are located, and caused your employees to send a telegram to the senator from Illinois [Senator Brooks] urging him to oppose this legislation."

"Since you have done that," Senator Reed said he told the Burlington representative, "we should find out what the Missouri Pacific shopmen at Sedalia, Mo., and at Osawatomie, Kans., want. . . . I further told him, 'In view of the consideration we have given this matter and the effort we have made to draft a fair and adequate bill, I think the way you have proceeded is a very cheap way for you to go about this matter. I have already told your president's personal representative that we would do the best we could. Now for you to attempt to throw a scent across the trail is not fair to the senators who are handling this legislation.'"

As reported in the *Railway Age* of June 15, page 1197, the Burlington's efforts to have the D. & R. G. W. exempt from the provisions of H. R. 5924 were assailed in a June 11 House speech by that measure's sponsor, Representative Reed of Illinois. Meanwhile, as noted above, the Johnson amendment has the effect of excluding the D. & R. G. W. from the Senate-approved bill. And Mr. Johnson got from Senator

Wheeler a promise that the latter would support the amendment in conference if one is required to reconcile differing Senate and House versions of the legislation. Senator Reed said that he had doubts as to whether the amendment was the "best way" to accomplish Senator Johnson's purpose; but he nevertheless promised to endeavor to keep it in the bill if a "better way" cannot be found.

I. C. C. Will Hold Hearings on Truck-Forwarder Agreements

Hearings in connection with the No. 29493 investigation instituted by the Interstate Commerce Commission for the purpose of determining "reasonable, just, and equitable terms and conditions under which agreements may be made for the utilization by freight forwarders of services and instrumentalities of common carriers by motor vehicle" will open on July 15 at the Morrison hotel, Chicago. The hearings will be conducted by Examiners P. O. Carter and J. J. Williams, and other sessions will follow in New York on September 9, and at "such other times and places as subsequently may be found necessary."

Says Government Can Assail Rate Agreements It Enters

Attorney General Clark has given an opinion that the Interstate Commerce Commission may entertain complaints of the government against rates which the government negotiates with carriers under section 22 of the Interstate Commerce Act. Section 22 is that provision of the act which authorizes carriers to provide transportation to the government and other specified parties free or at reduced rates; and much of the government's war traffic moved under these so-called section 22 quotations, which are not filed with the I. C. C.

The Clark opinion was embodied in a recent letter which he wrote to Director Smith of the Bureau of the Budget who transmitted it to Chairman Wheeler of the Senate committee on interstate commerce. The opinion was requested by Director Smith following the investigation his bureau conducted at the request of Senator Wheeler into transportation charges paid by the War Department. (See *Railway Age* of February 9, page 333.)

Three Questions Raised—Director Smith requested a legal opinion on three specific questions, the first being: "May the Interstate Commerce Commission and the courts entertain complaints by the government that section 22 quotations were excessive and unreasonable?" To this Attorney General Clark replied in part: "The Interstate Commerce Commission may entertain complaints by the United States against all carriers subject to the Interstate Commerce Act that section 22 quotations were excessive and unreasonable and may determine what would have been just and reasonable published rates on government traffic which moved on section 22 rates; and the Interstate Commerce Commission may award reparations on such traffic against rail and other carriers subject to Part I of the act and water carriers subject to Part III of the act. Given

determinations by the Interstate Commerce Commission as to what would have been just and reasonable published rates on government traffic transported on section 22 rates by motor carriers subject to the act, the United States may recover reparations from such carriers in proceedings instituted before the courts."

After extensive reasoning in support of the foregoing, Attorney General Clark had this further to say: "Should it be contended that the United States is estopped by acceptance of section 22 rate quotations to attack them and that it has waived its right thereby to recover the difference between section 22 rates and just and reasonable rates, such a contention would have no merit, in my opinion, because it would necessarily imply that a device had been found by which the requirement of equality imposed by the act is limited in favor of carriers. But the requirement of equality is limited only in favor of the United States and other classes of persons named in section 22. Moreover, such an argument should fail because it would involve the idea that where, as here, it appears that the government representatives have failed to exercise good judgment with respect to section 22 quotations, or worse, where such representatives have been guilty of bad faith, the people would be without recourse to recover reparations and they would be required to pay higher rates than those which would be available to commercial shippers."

Director Smith's second question was: "If the government can challenge section 22 quotations, does the Interstate Commerce Commission have the power to determine what would have been a reasonable level of section 22 rates and charges for application to traffic moved by the military establishment and other large government shippers during the emergency period?"

Commission's Role Limited—"The Interstate Commerce Commission," the attorney general replied, "does not have the power, for the level of rates quoted by carriers under section 22 is within their discretion so long as that level does not exceed the level of rates which the Interstate Commerce Commission would find to be just and reasonable for application to commercial traffic moving on published rates under the same or substantially similar circumstances and conditions, or the level of rates does not result in violation of the act in some other particular. But the Interstate Commerce Commission does have the power to determine what would have been fair, just, and reasonable published rates and charges for application to government traffic and, where section 22 rates exceeded just and reasonable rates which carriers may be required to publish, reparations may be recovered from the carriers for the difference between the section 22 rates and charges paid by the United States and charges found by the Interstate Commerce Commission to be just and reasonable."

"Section 22 conferred no right upon any shipper. It merely preserved the right of carriers, in their discretion, to accord preferential treatment to the government and others in certain cases. Accordingly, the Interstate Commerce Commission is not authorized to encroach upon the discretion given carriers by section 22."

Director Smith's third question was: "Does the statute of limitations operate against the government in the case of (a) published rates and (b) section 22 quotations?" The attorney general replied in the negative, continuing to state his belief that the government "is entitled to enforce claims against carriers on account of transportation charges collected from the government on shipments made during the war." Mr. Clark added that

the Department of Justice is prepared to give the matter "prompt attention" if the Bureau of the Budget decides "what proceedings should be instituted."

Lifts Price Control on Ballast

Railroad ballast has been suspended from price control by the Office of Price Administration. The suspension came in Amendment 29 to Supplementary Order 129.

Materials and Prices

The following is a digest of orders, notices and information that have been issued by the Office of Price Administration, the Civilian Production Authority and the War Assets Administration, since June 3 and which are of interest to railroads:

Burlap—Approximately 930,000,000 yards of burlap have been purchased privately in India for shipment to the United States in the present year, C. P. A. has announced. Actual shipments of burlap from India through April total 286,722,000 yards.

Copper Scrap—In a further move to effect equal distribution of surplus copper and copper base alloy scrap at mill level, W. A. A. has revoked Order No. 3 to S. P. A. Regulation 17 which permitted owning agencies to make direct sales of the metal.

Copper Products—Because of recent interruptions in production of brass mill and copper wire mill products and copper and copper base alloy scrap, C. P. A. has announced that substantial government surplus holding of these products will be made available only to those industries having an immediate need for them, under Direction 19 to PR 13.

Inventory Controls—Inventory controls have been tightened on convactor radiation, GR-S rubber (government rubber-styrene type), the general purpose synthetic rubber, special high grade and prime western grade zinc, die cast alloy and sheet aluminum, C. P. A. has announced. Controls were tightened by the June amendment to PR 32, C. P. A.'s inventory control regulation. The amendment also made some minor changes for purposes of clarification.

Lumber—Production of every sawmill in the country, regardless of size and output, has been brought under government control by C. P. A. in an effort to boost housing construction lumber and flooring reserves by more than 4,250,000,000 feet, through amendment of Direction No. 1 of PR No. 33.

Nails—Steps to increase the production of nails to meet requirements of the veterans' emergency housing program and eliminate a critical materials bottleneck have been announced jointly by N. H. A., C. P. A. and O. P. A. in Amendment 17 to revised price schedule 6, effective June 11.

Softwood Plywood—C. P. A. has eased its strict regulation of softwood plywood to allow a portion to flow into additional essential civilian and military uses and into veterans' hospital construction, in amendment to Direction No. 1A to PR No. 33.

Prices

Armored Cable—Manufacturers of armored cable have been given a second interim price increase averaging about 11.3 per cent on present maximum prices, O. P. A. has announced in Amendment 11 to MPR 82, effective June 14.

Asphalt and Tarred Roofing Products—Manufacturers' and distributors' ceilings for asphalt and tarred roofing products sold in the eastern area have been equalized by O. P. A. in Amendment 10 to revised price schedule 45, effective June 19.

Batteries—Manufacturers' maximum prices for industrial electric storage batteries have been increased 10 per cent over base price levels, in O. P. A. Order 641 under RR 136, effective June 4.

Brass Plumbing Fixtures—An additional in-

crease of approximately 15 per cent to existing prices has been granted to manufacturers of brass plumbing fixtures, waste fittings and trimmings by O. P. A. Amendments 17 and 18 to Order 48 under MPR 591, effective June 14.

Brick and Tile—Ceiling prices for common and unglazed face clay building brick and structural clay tile produced in New Jersey have been increased \$1.75 a thousand and \$1.90 a ton, in amendment No. 46 to order No. 1 under section No. 25 of R No. 592, effective June 7.

Bronze and Copper Insect Screen—Manufacturers of bronze and copper insect screen cloth may sell these products on an adjustable pricing basis beginning June 14, O. P. A. has announced. This is applicable only on sales to other manufacturers who incorporate bronze and copper screen cloth in other products. Order 38 under revised price schedule 40 is effective June 14.

Cable—Manufacturers of lead-covered wire or cable, except armored cable, have been provided with a formula by which they may automatically increase their ceiling prices for these products to cover their higher costs resulting directly from recent lead price increase. O. P. A. amendment 10 to R 82 is effective June 4.

Cement—O. P. A. has increased prices for shipment of cement from one area to another to reflect area increases granted in previous actions in Amendment 16 to R 224, effective June 15.

Construction Machinery and Equipment—Sellers of construction machinery and equipment who have been selling 10 per cent above base prices in effect Oct. 1, 1941, under interim price ceilings, may continue to sell at these price levels through July 15, 1946, O. P. A. has announced. Before today's action, this interim increase was slated to expire on June 15, 1946. Amendment 43 to revised MPR 136 is effective June 14.

Copper—Maximum base prices for sales of copper by the Office of Metals Reserve have been fixed at 14½ cents a lb. for copper delivered to Connecticut valley points in carload lots and 14½ cents a lb. in less than carload lots, in O. P. A. amendment No. 6 to revise price schedule No. 15, effective June 4.

Cutting Tools—The price increase factor of 17.3 per cent granted April 24 to manufacturers and resellers of cutting tools has been extended by O. P. A. to apply also to repair services on the tools affected, in Amendment 5 to R 581, effective June 10.

Eastern Poles and Pilings—To bring about a more equitable price relationship between various sizes of poles and piling in the eastern United States, O. P. A. has announced an increase in ceilings for short poles and pilings and a cut in prices of long poles and pilings. Amendment 5 to MPR 559 is effective June 19.

Enamel Frit—Manufacturers' prices for vitreous enamel frit have been raised 10.4 per cent, to reflect increases in costs of materials and wage increases. Amendment 43 to Order 1 under Section 25 of R 592, is effective June 10.

Furnace and Ventilating Fans—Interim price increases for manufacturers of all power-operated warm-air furnace fans and blowers and attic ventilating fans, designed to enable them to continue production of these essential products pending determination of a permanent increase factor, have been announced by O. P. A. Exhaust fans and blowers, 24 in. CH standard diameter and smaller designed to be built into a building (covered by MPR 136) have been given the same

increase in Order 645 under revised MPR 136, effective as of June 14.

Iron and Steel Windows—An increase of 13 per cent from Oct. 1, 1941, prices has been authorized for iron and steel windows by O. P. A. in Amendment 19 to Order 48 under MPR 591, effective June 14.

Lead Pigments—Because of increases in the price of primary lead, O. P. A. has authorized price advances for pigments and pastes with high lead content in amendment No. 3 to RR No. 180, amendment No. 94 to order A-1 under R No. 188 and amendment No. 19 to SR No. 14F effective June 7.

Lubricating Oils—O. P. A. has announced that effective June 10, 1946, all sellers of lubricating oils and allied products may apply for higher ceiling prices when they are frozen at prices below state fair trade act levels.

Lumber—O. P. A. has increased mill ceilings on mahogany lumber produced from logs grown in South and Central America and Africa by 22½ per cent and makes several pricing provisions for lumber of West Indian mahogany in PR No. 611, effective June 10.

Lumber—Discretionary mill ceiling increases averaging 19 per cent on cottonwood, quartered sycamore and plain sycamore lumber produced in the north central hardwood region have been authorized by O. P. A. in Amendment 22 to R 155, effective June 15.

Office Machinery—Store and office machine manufacturers applying for individual firm reconversion adjustments will take 7.5 per cent over adjusted costs to arrive at a reconversion ceiling, instead of the 8.9 per cent allowed since last Fall, under O. P. A. Amendment 11 to RS order No. 119, effective June 15.

Pumps—Manufacturers of power-operated pumps and equipment have been given an interim increase of 15 per cent over base date ceiling prices when sold with the power unit and an increase of 8 per cent when sold without the power unit, in O. P. A. order 640 to RR No. 136, effective June 5.

Red Cedar—Producers' ceilings on all western red cedar poles and piling except split cedar hop poles have been increased 10 per cent in O. P. A. Amendment 3 to R 554, effective June 15.

Refractory Products—Suspension from price control of some refractory products—fireclay and silica refractories and basic refractory brick—some paper products and wooden beer barrels has been announced by O. P. A. At the same time, O. P. A. exempted from price control miscellaneous paper products in Amendment 27 to supplementary order 129, effective June 12.

Rotenone and Pyrethrum—With establishment of higher purchase prices in a new buying agreement between the United States and South American suppliers of rotenone bearing materials, the O. P. A. has announced increases in importers' ceilings of 3 cents a lb. on rotenone bearing roots and of 4 cents a lb. on rotenone bearing powder. New importers' ceilings will be 28 cents a lb. for roots and 39 cents a lb. for powder, landed at New York. Amendment 1 to revised MPR 298 is effective June 18.

Steel Boilers—Ceilings for manufacturers and resellers of low pressure steel boilers have been raised an additional 7.9 per cent in O. P. A. Amendment No. 16 to Order No. 48 of Section No. 22 of R No. 591, effective June 5.

Steel Screen Wire Cloth—Increases in the maximum prices of steel screen wire cloth, alloy steel products and two other changes in price schedules for iron and steel products have been announced by O. P. A. in Amendment 17 to RP schedule 6, effective June 11.

Storage Batteries—To compensate manufacturers for higher production costs caused by the lead price increase effective June 3, manufacturers of lead acid storage batteries and cells and plates used in them have been granted an increase in prices for these products, in O. P. A. Amendment 42 to RR 136, effective June 11.

Strawboard—Manufacturers' ceiling prices for strawboard corrugating material have been increased 7 cents a thousand square feet in an O. P. A. move to stimulate production, Amendment 5 to R 32 is effective June 15.

Surplus War Goods—Clarification and simplification of regulations to prevent excessive charges to consumers for surplus war goods, and at the same time to provide resellers of such goods with methods for figuring their ceiling prices are contained in a revised order issued by O. P. A. Revised supplementary order 122 is effective June 19.

Switch Ties—Discretionary ceiling price increases ranging from \$1 to \$7 a 1,000 ft. on about 97 per cent of all railroad switch ties produced in two eastern states have been authorized by O. P. A. in amendment No. 5 to third RR No. 216, effective June 8.

Switchboard Equipment—Increases averaging 13 per cent over 1941 prices have been granted by O. P. A. to manufacturers and distributors of power switchboard equipment, such as knife and enclosed switches and circuit breakers, in Order 643 under RR 136, effective June 10.

Tin—Additional allocations of tin for the first half of 1946 are made by the combined tin committee through O. P. A. amounting to 9,476 long tons, with the largest amount going to France, 2,840 long tons. The United States was second with 2,350, and Canada third with 1,070 tons.

Tractors—A proposal to limit the export of track-laying tractors to 18 per cent of total production has been made by O. P. A. to its track-laying tractor industry advisory committee. Both agreed that the United Nations Relief and Rehabilitation Administration's purchase of 1,000 track-laying tractors would be met from new production.

Western Poles and Piling—Five changes in pricing provisions for producers of western poles and piling, designed to encourage increased production of additional species and to adapt ceilings to new methods of production have been announced by O. P. A. in Amendment 4 to MPR 555, effective June 15.

Equipment and Supplies

FREIGHT CARS

The CHICAGO & NORTH WESTERN is inquiring for 140 70-ton covered hopper cars.

The PERE MARQUETTE has ordered 25 30-ton caboose cars from the Harlan & Hollingsworth Corporation. Inquiry for this equipment was reported in *Railway Age* of April 27, page 891.

The MISSOURI-KANSAS-TEXAS has placed an order with the American Car & Foundry Company for 100 70-ton covered, steel hopper cars. Inquiry for this equipment was reported in the *Railway Age* for May 11, page 977.

The DELAWARE, LACKAWANNA & WESTERN has ordered 500 50-ton hopper cars from the Bethlehem Steel Company, 500 50-ton hopper cars from the American Car & Foundry Company, and 500 50-ton box cars from the Magor Car Corporation. Inquiry for this equipment was reported in the *Railway Age* of May 25, page 1080.

PASSENGER CARS

The DELAWARE, LACKAWANNA & WESTERN has ordered six sleeping cars from the American Car & Foundry Company. The inquiry for this equipment was reported in the *Railway Age* of June 15, page 1201.

The ATLANTIC COAST LINE, in conjunction with the PENNSYLVANIA, the RICH-

MOND, FREDERICKSBURG & POTOMAC and the FLORIDA EAST COAST, has ordered 3 baggage cars and 19 sleeping cars from the American Car & Foundry Co., and 52 sleeping cars, 30 coaches and 13 dining cars from the Pullman-Standard Car Manufacturing Company. Deliveries are expected to begin around mid-1947. The inquiry for this equipment was reported in the *Railway Age* for May 25, page 1080. The equipment is to be used on the New York-Florida runs operated by the four railroads. Forty-two of the sleeping cars will contain 10 roomettes and six bedrooms and the remaining ten will have roomettes exclusively. Eleven of the dining cars will have the diagonal table seating arrangement with accommodations for 36 passengers and two will be of the regular straight line table type, seating 48 persons. The coaches will contain 54 seats each.

SIGNALING

The PERE MARQUETTE has ordered materials from the General Railway Signal Co., for the installation of an all-relay electric interlocking to replace the present Model-2 interlocking at St. Joseph, Mich., for the control of traffic over St. Joseph drawbridge. The table model control machine will be equipped with 4 track indication lights and 6 levers, mounted on a 12-in. by 17-in. panel, for the control of 5 signals, 4 switch machines and a bridge lock.

The PENNSYLVANIA has contracted with the Union Switch & Signal Co., to install a car retarder system in the westbound yard at Pitcairn, Pa. The materials include 1,436 rail feet of Model 31A electro-pneumatic car retarders, materials for modernizing 43 direct-acting electro-pneumatic switch layouts, relays and other associated materials for detector track circuits for the 45 switches, 30 power operated skates, 41 hand skates, and the necessary control machines for all power operated functions.

Supply Trade

Robert G. Nordquist has been promoted to associate design engineer of **Luminator, Inc.** He has been with the company nine years.

R. Nevin Watt has been appointed general manager of sales of the **Baldwin Locomotive Works.** J. M. Sturges has been appointed manager of the Northeastern district, with headquarters in New York, reporting to Mr. Watt.

L. S. Barry, Henry E. Fleishman, Glenn Morrow and E. J. Shellaby have been elected vice-presidents of the **L. B. Foster Company,** Pittsburgh, Pa., manufacturer of track equipment for industrial railroads.

Dr. A. Allan Bates has been elected vice-president in charge of the newly-created division of research and development of the **Portland Cement Association,** 33 W. Grand Avenue, Chicago. Since 1938 Dr. Bates has been manager of the chemical, metallurgical, and ceramic research division of the Westinghouse Elec-

tric Corporation, and was formerly professor of metallurgical engineering at the Case School of Applied Science, Cleveland, Ohio. He was educated at Ohio Wesleyan university, the Case school, and the University of Nancy, France. In his new position Dr. Bates will direct the association's greatly expanded program of research and development in the field of portland cement and concrete, and their engineering applications.

J. F. MacEnulty, formerly vice-chairman of the board of directors of the **Pressed Steel Car Company**, has been elected chairman to succeed **Lester N. Selig**, who has resigned as chairman and a director. Mr. MacEnulty's headquarters will remain at the company's New York offices, 230 Park avenue.

The company announced that Mr. Selig's resignation, as well as that of **Walter J. Curley**, who also resigned as a director, were made necessary by the acquisition by Pressed Steel Car of the plant of the Mt. Vernon Car Manufacturing Company, at Mt. Vernon, Ill., which brought Pressed Steel Car into competition with the Gen-



J. F. MacEnulty

eral American Transportation Corporation, of which both Mr. Selig and Mr. Curley were officers.

Mr. MacEnulty was born in Pittsburgh, Pa., and joined Pressed Steel Car as car inspector shortly after its incorporation. He advanced through various departments of the company and was elected a director in 1922. When the company was reorganized in 1936, Mr. MacEnulty was elected a director and vice-president and in December, 1937, he was elected president, holding these offices until April, 1945, when he was elected vice-chairman. Mr. MacEnulty was elected president of the American Railway Car Institute in 1933, which office he held consecutively for 10 years when he found it necessary to resign because of business conditions.

Lt. Harry S. Clarke has joined the sales organization of the **Safety Car Heating & Lighting Co.**, with headquarters in New York. Lt. Clarke was born in 1921 at Newport, R. I., and received his formal education at Lehigh university, graduating in January, 1943, with a degree of Bachelor of Science in Business Administration. In March, 1942, Lt. Clarke joined the United States Marine Corps Reserve

and after graduating from Lehigh was sent to Parris Island, S. C., for basic training. In April of that year he was sent to Officer Candidate School at Quantico, Va., where he received a commission as second lieutenant in June, 1943. In December, 1943, he went to the Solomon Islands and from



Lt. Harry S. Clarke

there participated in the initial landings on Guam and Iwo Jima. He was promoted to first lieutenant in December, 1944, and was presented the Purple Heart medal for wounds received in action on Guam. He returned to the United States in November, 1945, and was honorably discharged from the Marine Corps in February, 1946.

Gilbert P. Bogert, whose election as president of the **Oxweld Railroad Service Company**, a subsidiary of the Union Carbide & Carbon Corp., was reported in the *Railway Age* of June 1, was graduated from the University of Virginia in 1913. Since then he has been continuously associated with various units of Union Carbide & Carbon, with the exception of a period of service as a lieutenant in the Air Corps during the first World War. Attached to the Italian air force, he was overseas 18 months.

Following his release from the army,



Gilbert P. Bogert

Mr. Bogert was assistant to the sales manager of the Linde Air Products Company in New York. His next position was as western sales manager of the company in Chicago, followed by an appointment as sales manager for the eastern division.

During a seven-year residence in Canada starting in 1923, Mr. Bogert was general manager of the Dominion Oxygen Company; the Prest-O-Lite Company of Canada and the Canadian Railroad Service Company. In 1927, he was made vice-president of the first two of those companies, and last year he was elected president of Canadian Railroad Service. When Mr. Bogert was elected vice-president of Oxweld Railroad Service in 1930, he moved to Chicago where the company's general offices are located. He was raised to the post of executive vice-president in 1944. Mr. Bogert lives in Winnetka, Ill., and is a member of the Western Railway Club, the Toronto Railway Club, the Canadian Railway Club, and the Southeastern Railway Club.

R. J. Nenneman has been elected secretary of Oxweld Railroad Service to succeed **M. C. Beymer**, who is retiring. Mr. Nenneman joined the company in 1920, having been employed formerly by the Atchison, Topeka & Santa Fe.

Arthur A. Frank, Jr., recently released from the Army with the rank of lieutenant-colonel, has been appointed assistant to the president of the **Standard Railway**



Arthur A. Frank, Jr.

Equipment Company, with headquarters at Chicago. Mr. Frank received his higher education at Yale university, and upon graduating in 1936, joined the Harnischfeger Corporation, Milwaukee, Wis., as a student engineer. One year later he became a sales engineer of the Hollup Corporation, with headquarters at Chicago, serving in that capacity until August, 1941, when he was called into the armed forces. He served abroad for more than two years as operations officer of a truck group, returned to America in December, 1945, and was released from the service last March.

E. W. Manterfield, Jr., deputy chief of the public relations office for the Chief of Transportation, United States Army, at Washington, D. C., from July, 1943, until he was separated from the service as a captain last month, has been appointed to the public relations staff of the **American Locomotive Company** in New York.

Merle A. Miller, assistant treasurer of **Joseph T. Ryerson & Son, Inc.**, Chicago, has been promoted to treasurer, suc-

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Over the Alleghenies, the C&O lines reach 2,072 feet above sea level and there are grades in excess of 1.14 per cent.

To handle its heavy

freight traffic in this mountainous terrain, the C&O employs forty-five of these giant, four-cylinder, six-coupled, articulated steam locomotives, built by Lima.

LIMA LOCOMOTIVE WORKS



INCORPORATED, LIMA, OHIO

ceeding to part of the duties of **Ernest L. Hartig**, who has retired but will continue to serve the company as a director. **Frank H. Ziebell, Jr.**, assistant secretary, has been advanced to controller, a newly-created position.

C. H. McClean has been appointed northern district manager of the **Graybar Electric Company**, with headquarters in Minneapolis, Minn. He has been succeeded as midwestern district manager, with headquarters in Kansas City, Mo., by **Walter Frazier**. Mr. McClean succeeds **E. C. Sharpe**, who is retiring after more than 34 years of service with the company.

Charles B. Bryant has been appointed chief engineer of the **Technical Board of the Wrought Steel Wheel Industry**, with headquarters at Chicago, succeeding **C. T. Ripley**, whose resignation was reported in the *Railway Age* of June 15. Mr. Bryant was born at Washington, D. C., on November 1, 1900, and is a graduate of Johns Hopkins University. In 1922 he was appointed a field engineer of the Portland Cement Association, and in 1930 he became materials engineer of the Maryland State Roads Commission. Mr. Bryant entered railway service in 1936 as an engineer of tests of the Southern and seven years later he was promoted to assistant to the vice-president in charge of research and tests. In 1944 he was appointed a director of the transportation equipment division of the War Production Board.

Financial

BALTIMORE & OHIO.—Equipment Trust Certificates.—This road has requested bids on a proposed issue of \$4,060,000 of equipment trust certificates to be issued under a proposed agreement and lease of railroad equipment (Philadelphia plan), dated July 1, 1946, subject to the approval of the Interstate Commerce Commission. The certificates, to be designated series Q, will mature in ten equal annual installments of \$406,000 each, on July 1, 1947, and on the first day of July thereafter, to and including July 1, 1956, and are being issued to finance up to 80 per cent of the net cost of 900 steel automobile box cars equipped with Evans auto-loaders (600 of which will be built by the Bethlehem Steel Company, and 300 by the Pressed Steel Car Company), and 900 automobile loading devices to be built and installed by the Evans Products Company.

CANADIAN NATIONAL.—Acquisition.—This road, through Transport Minister Lionel Chevrier, is requesting authority from Parliament to purchase about 354 miles of railway in Manitoba now leased from the Manitoba Railway Company. The lines in question run from Emerson, Portage la Prairie and Brandon into Winnipeg and were leased by the Canadian National in 1901 for a period of 999 years at an annual rental of \$300,000. By exercising an option to buy the lines for \$7,000,000, it is estimated the Canadian National each year will save \$90,000, the difference between

the rental and the interest payable on the purchase price.

CHICAGO, AURORA & ELGIN.—Reorganization.—The reorganization plan for this road, calling for administration by holders of first mortgage bonds to the exclusion of stockholders and unsecured creditors, was approved by Federal Judge John P. Barnes, in Chicago, June 14.

CHICAGO & NORTH WESTERN.—Trackage Rights.—This road has applied to the Interstate Commerce Commission for authority to extend to February 1, 1981, the agreement under which it uses facilities of the Peoria & Pekin Union, including 4.65 miles of single track and 4.67 miles of double track between Hollis, Ill., and Wesley City, via Peoria.

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA.—Annual Report.—Operating revenues of this road in 1945 totaled \$28,150,035, compared with \$26,971,509 in the preceding year. Operating expenses were \$21,773,912, compared with \$20,519,789. Fixed charges amounted to \$2,380,998, compared with \$2,497,755, a decrease of 4.7 per cent. Net income was \$889,986, a decrease of 17 per cent under the \$1,072,223 reported for 1944. At the end of the year, current assets were \$9,442,840, compared with \$11,792,264. Current liabilities were \$5,649,784, compared with \$5,048,369. Long term debt was \$51,030,291, a decrease of \$63,390.

INTERNATIONAL GREAT NORTHERN.—Annual Report.—Operating revenues of this road in 1945 amounted to \$29,634,532, compared with \$30,882,213 in 1944. Operating expenses totaled \$21,922,148, compared with \$21,466,758. Fixed charges were \$2,772,432, compared with \$2,774,606. The balance of income transferred to the earned surplus account was \$421,144, compared with \$825,574. Current assets at the end of the year were \$19,911,578, compared with \$20,711,788. Current liabilities were \$8,491,985, compared with \$11,490,407. Long term debt had increased by \$127,066 to \$50,681,185.

MEXICAN RAILWAY.—Government Buys Line.—The Mexican government, it was announced in London, has purchased the Mexican Railway Co., Ltd., for 41.5 million pesos, of which 15 million pesos have already been paid. The balance is payable when all legal formalities are completed. (For previous item see *Railway Age* for May 25, page 1084).

NEW YORK, NEW HAVEN & HARTFORD.—Holding Company Dissolution.—A bill dissolving the Boston Holding Company has been signed by Maurice J. Tobin, governor of Massachusetts. The law gives the holding company, controlled by the New York, New Haven & Hartford, slightly more than one year to dispose of its assets, which include 26 per cent of the voting stock of the Boston & Maine. For previous story, see the *Railway Age* for June 15, page 1202.

NEW YORK, SUSQUEHANNA & WESTERN.—Interest Payments.—The trustee of this road has been authorized by Federal Judge Guy L. Fake in Newark, N. J., to pay interest of \$115.30 on each \$1,000 Midland

of New Jersey 5 per cent bond and \$52.80 on each \$1,000 Susquehanna Railroad first refunding mortgage bond.

PENNSYLVANIA-READING SEASHORE LINES.—Extension of Bonds.—Division 4 of the Interstate Commerce Commission has authorized the West Jersey & Seashore to extend from July 1, 1946, to July 1, 1956, the maturity date of \$2,325,000 of its first consolidated mortgage 3 per cent bonds and also authorized the Pennsylvania-Reading Seashore Lines to assume obligation and liability, as lessee, with respect to the extended issue. At the same time, the Pennsylvania and the Reading were granted authority to assume obligation and liability by guaranteeing, jointly and severally, payments under the lease of June 30, 1930, with respect to the extended bonds.

THE ST. LOUIS-SAN FRANCISCO.—Annual Report.—Operating revenues of this road in 1945 amounted to \$116,844,777, compared with \$121,244,213 in the preceding year. Operating expenses totaled \$86,219,235, compared with \$82,624,946. Fixed charges were \$11,806,457, compared with \$11,866,021. Net income was \$1,659,411, compared with \$6,365,969. Current assets at the end of the year were \$62,815,560 compared with \$59,598,489. Current liabilities were \$25,796,455, compared with \$31,852,080. Long term debt was \$264,995,327, a decrease of \$3,174,064.

WABASH.—Trackage Rights.—Division 4 of the Interstate Commerce Commission has authorized this road to acquire trackage rights between Birmingham, Mo., and Kansas City, a distance of approximately five miles, over tracks of the Kansas City Southern, the Chicago, Rock Island & Pacific and the Chicago, Milwaukee, St. Paul & Pacific. In accordance with the uniform policy announced in a decision on the merger of the properties of the Escanaba, Iron Mountain & Western with the Chicago & North Western, the commission imposed employee-protection conditions for four years, although it pointed out that inasmuch as the transaction applies only in connection with increased train service, it does not appear that any railroad employee could be adversely affected.

Average Prices Stocks and Bonds

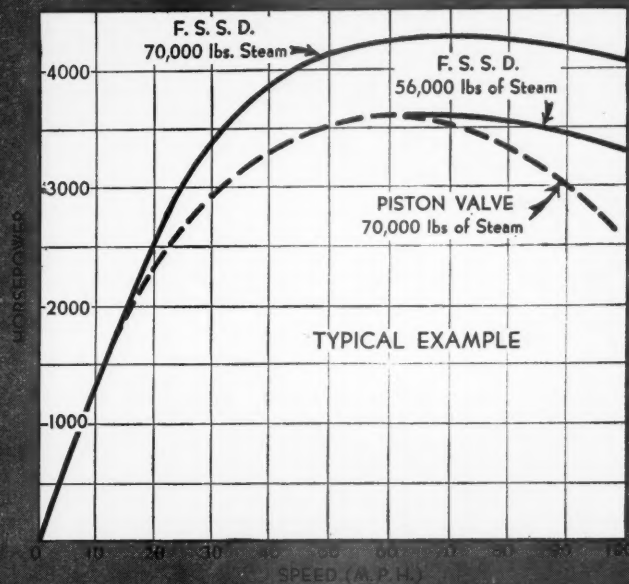
	Last June 18	Last week	Last year
Average price of 20 representative railway stocks..	66.73	65.66	58.38
Average price of 20 representative railway bonds..	100.45	100.39	99.85

Dividends Declared

Allegheny & Western.—Semi-annually, \$3.00, payable July 1 to holders of record June 20.
Canadian Pacific.—4% preferred, semi-annually, 2%, payable August 1 to holders of record July 1.
Canada Southern.—Semi-annually, \$1.50, payable August 1 to holders of record June 24.
Connecticut & Passumpsic.—6% preferred, semi-annually, \$3.00, payable August 1 to holders of record July 1.
Grand Rapids & Indiana.—Semi-annually, \$2.00, payable June 20 to holders of record June 10.
Kansas City Southern.—preferred, \$1.00, payable July 15 to holders of record June 9.
Mahoning Coal.—Common, \$7.50; 5% preferred, semi-annually, \$1.25, both payable July 1 to holders of record June 24.
Maine Central.—6% prior preferred, quarterly, \$1.50, payable July 1 to holders of record June 25.
Massawippi Valley.—Semi-annually, \$3.00, payable August 1 to holders of record July 1.
New London Northern.—Quarterly, \$1.25, payable July 1 to holders of record June 15.

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A locomotive equipped with —

THE FRANKLIN SYSTEM of STEAM DISTRIBUTION

compared with a piston valve locomotive produces
the same horsepower at the same speed with an
approximate saving of

20% IN STEAM

and

33% IN FUEL

or with the same steam consumption it produces
approximately

35% MORE HORSEPOWER



FRANKLIN RAILWAY SUPPLY COMPANY, INC.

NEW YORK • CHICAGO • MONTREAL

STEAM DISTRIBUTION SYSTEM • BOOSTER • RADIAL BUFFER • COMPENSATOR AND SNUBBER • POWER REVERSE GEARS
AUTOMATIC FIRE DOORS • DRIVING BOX LUBRICATORS • STEAM GRATE SHAKERS • FLEXIBLE JOINTS • CAR CONNECTION

Norwich & Worcester.—8% preferred, quarterly, \$2.00, payable July 1 to holders of record June 15.

Pittsfield & North Adams. — Semi-annually, \$2.50, payable July 1 to holders of record June 21.

Providence & Worcester. — Quarterly, \$2.50, payable July 1 to holders of record June 17.

Savannah & Atlanta.—5% preferred, quarterly, \$1.25, payable July 1 to holders of record June 12.

Construction

NORFOLK & WESTERN.—Division 4 of the Interstate Commerce Commission has authorized this road to construct 4.6 miles of line which will comprise the middle section of a proposed 7.9-mile relocation from Peebles, Ohio, to Mineral Springs. The commission found that construction of the 2.4-mile segment at the Peebles end and the 0.9-mile segment at the Mineral Springs end would be relocations of existing line for which no authority was required, and thus dismissed the application as to them. The entire construction, to cost approximately \$2,000,000, including the installation of a centralized traffic control system, will be financed by funds from the applicant's treasury.

Railway Officers

EXECUTIVE

J. P. Kiley, whose promotion to assistant to the president of the Chicago, Milwaukee, St. Paul & Pacific, with headquarters at Seattle, Wash., was reported in the *Railway Age* of June 8, was born at Chicago on August 13, 1895, and is a graduate of Villanova college. He entered railway service in 1915 as a rodman on the Milwaukee, later being promoted to assistant



J. P. Kiley

valuation engineer, with headquarters in Chicago. He served in the latter capacity until 1930 except during the period covering World War I when he was in the armed forces. In 1930 Mr. Kiley was advanced to engineering assistant to the chief financial and accounting officer at Chicago, and in

1940 he was further advanced to special representative of the chief operating officer, with the same headquarters. One year later he became auditor of investment and joint facility accounts, and in 1943 he was promoted to assistant to the general manager. In 1943 Mr. Kiley was advanced to assistant general manager at Chicago, the position he held at the time of his new appointment.

John Dickinson, general counsel of the Pennsylvania, has been elected vice-president-general counsel, with headquarters remaining at Philadelphia, Pa. Mr. Dickinson was born at Greensboro, Md., on February 24, 1894, and was graduated from Johns Hopkins university (B. A., 1913), Princeton (M. A., 1915), and Harvard (LL. B., 1921). After serving his legal apprenticeship in New York, Mr. Dickinson practiced law in California for several years. In 1929 he became professor of law at the University of Pennsylvania, and thereafter was associated for a time with the law firm of Sullivan & Cromwell in New York. From 1933 to 1935 he was



John Dickinson

assistant secretary of commerce of the United States, and in 1934 and 1935, chairman of the Central Statistical Board of the federal government. Mr. Dickinson served as assistant attorney general of the United States from 1935 to 1937. On February 1, 1937, he joined the Pennsylvania as general solicitor, advancing to general counsel on December 16, 1941. Among other important railroad cases, Mr. Dickinson has handled the Pullman case, the freight rate case of 1944 and the competitive bidding case before the Interstate Commerce Commission, the Georgia rate case and the Pennsylvania full crew case of 1937. In many of these cases he has represented the railroads generally.

Walter H. Evans, vice-president of the Sacramento Northern, at Sacramento, Cal., has been appointed also general manager, with the same headquarters, succeeding **J. B. Rowray**, who has retired.

W. R. Rouse, whose promotion to assistant vice-president of the Union Pacific was reported in the *Railway Age* of June 8, was born at Galena, Ill., and is a graduate of Creighton university. He began his railroad career in 1911 in the engineering department of the Union Pacific and in 1918 he was assigned to the contract depart-

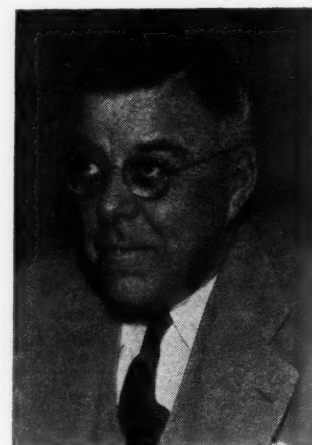
ment and advanced to assistant chief clerk, with headquarters at Omaha, Neb. In 1924 Mr. Rouse was advanced to attorney and in 1936 to assistant general attorney, with the same headquarters. Three years later



W. R. Rouse

he was further advanced to general attorney. On March 1, 1942, he was promoted to assistant to the vice-president, and four months later he became assistant general western counsel, the position he held at the time of his new appointment.

Oscar N. Harstad, whose election to vice-president, operations, of the Chicago, Milwaukee, St. Paul & Pacific was reported in the *Railway Age* of June 8, was born at Sioux City, Iowa, on December 25, 1886, and entered railway service in January, 1904, as assistant chief clerk on the Milwaukee. He held various minor positions until 1917 when he was advanced to trainmaster, with headquarters at Minneapolis, Minn. He later served as superintendent of the Aberdeen division, and on April 1, 1923, he was promoted to general superintendent, with headquarters at Chicago. One year later Mr. Harstad was advanced to assistant general manager, Lines East, with the same headquarters, and on November 15, 1925, he became general manager, Lines

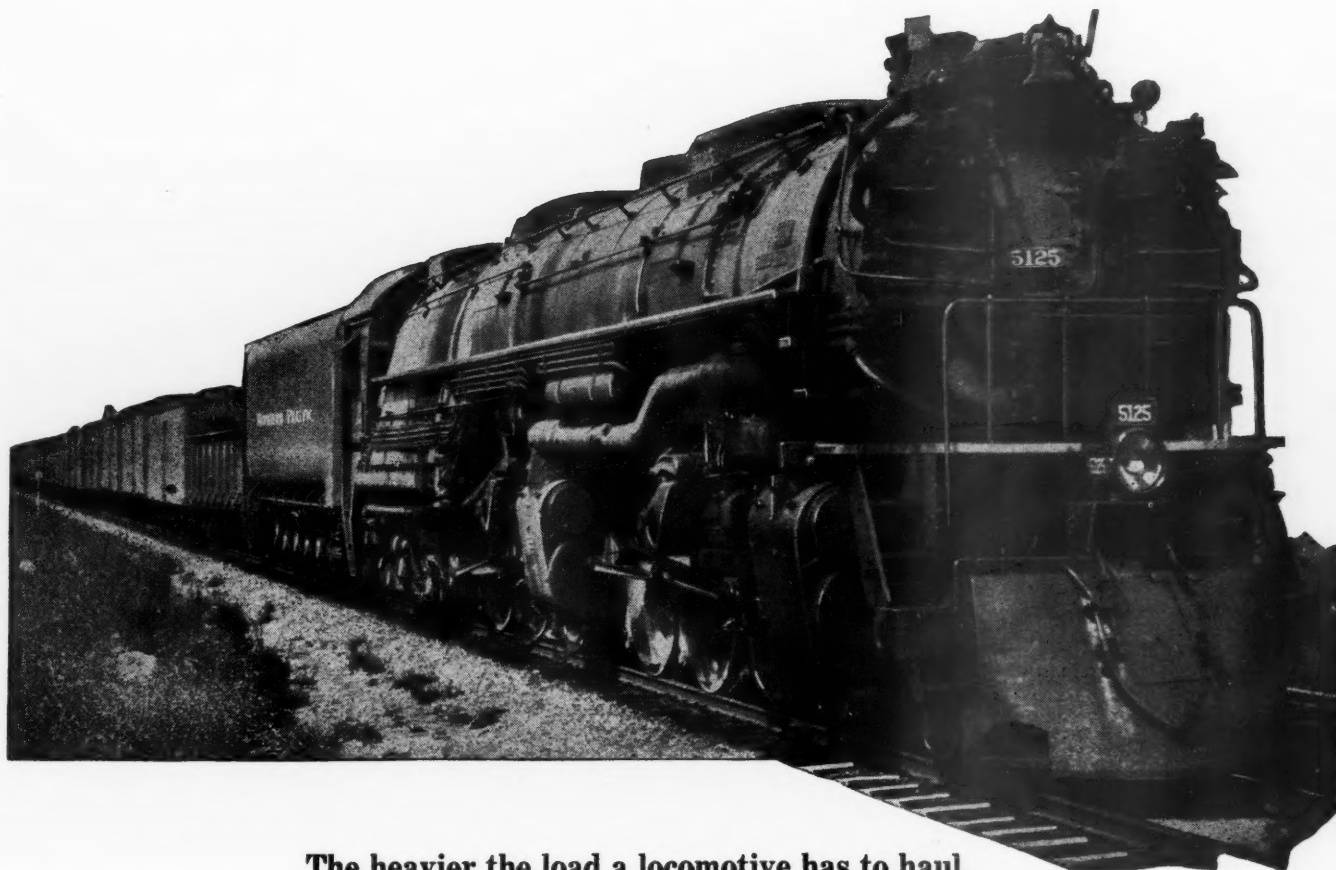


Oscar N. Harstad

East. He was granted a leave of absence to serve as director of railway transport with the Office of Defense Transportation, returning to the Milwaukee on June 20, 1943, at which time he was advanced to assistant chief operating officer at Chicago.

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The heavier the load a locomotive has to haul, the greater becomes the fuel saving from maintaining a complete brick arch in the firebox.

Under today's heavy traffic conditions Security Sectional Arches not only are a greater fuel-saving factor than ever before, but cost less per thousand ton-miles to maintain.

Whenever a locomotive leaves the round-house be sure that its firebox arch is complete.

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Refractories Specialists



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Locomotive Combustion Specialists

On December 3, 1945, Mr. Harstad became general manager, Lines East, and assistant vice-president, system, the positions he held at the time of his new appointment.

J. F. Doolan, operating assistant to vice-president—operations, of the New York, New Haven & Hartford, with headquarters at New Haven, Conn., has been appointed assistant to trustees at Boston, Mass.

Ambrose J. Seitz, assistant vice-president, traffic, of the Union Pacific, has been elected vice-president in charge of traffic, with headquarters at Omaha, Neb. **F. W. Robinson**, senior vice-president, who has been in charge of the traffic department, has retired after 35 years of service, and the position of senior vice-president has been discontinued.

The New York, New Haven & Hartford has announced several new executive appointments in the operating department at New Haven, Conn.: **Dean F. Willey**, from assistant general manager to assistant vice-president; **E. B. Perry**, from manager of personnel to assistant vice-president in charge of personnel; **Charles F. Caley**, from special assistant to vice-president to special assistant to assistant vice-president; and **J. F. Dray** has been appointed office assistant to the vice-president, succeeding **William P. Libby, Jr.**, whose promotion is noted elsewhere in these columns.

L. C. Sauerhammer, whose retirement as assistant to vice-president of operation and maintenance for the Baltimore & Ohio, with headquarters at Baltimore, Md., was announced in the June 8 issue of *Railway Age*, was born on September 7, 1883, at Littlestown, Pa., and entered railroading as a clerk for the B. & O. at Cumberland, Md., in 1899. He became maintenance of way clerk at Pittsburgh, Pa., in 1903, then secretary to the chief engineer maintenance there in 1907, and later that year, assistant chief clerk to the chief engineer maintenance. In 1911, he was promoted to chief clerk to the chief engineer at Baltimore, and in 1913, chief of the bureau of federal and state commission reports. Mr. Sauerhammer went to New York as chief clerk to the general manager in 1916, and became chief clerk to the vice-president in charge of operations in 1917, then chief clerk to the federal manager of eastern lines in 1918. He was appointed superintendent of office organization later that year, and assistant to federal manager in 1919. On March 1, 1920, he was advanced to the post from which he recently retired.

FINANCIAL, LEGAL AND ACCOUNTING

C. E. Coomes, auditor of the Florida East Coast, with headquarters at St. Augustine, Fla., has been appointed chief accounting officer there, succeeding **Ralph Blaisdell**, who has retired after serving 19 years in that post.

John L. Taylor, whose appointment as auditor of disbursements of the Baltimore & Ohio, with headquarters at Baltimore, Md., was announced in the June 1 issue of *Railway Age*, was born on August 17, 1891, at Baltimore, and entered railroading there

in 1909, as a messenger for the B. & O. He became a clerk in 1910, then assistant head clerk to the auditor of disbursements in 1920. Later that year he was named head clerk in the statistical bureau at Baltimore, and in 1938, returned to the office



John L. Taylor

of the auditor of disbursements as chief clerk. Mr. Taylor was advanced to assistant to auditor of disbursements in July, 1944, and maintained this post until his recent appointment became effective on June 1.

Raymond J. Littlefield, whose appointment as general tax agent of the Pennsylvania was announced in the May 4 issue of *Railway Age*, was born at Berwick, Me., on July 3, 1890, and entered railway service in 1908 as a telegraph operator for the Boston & Maine. He served that road successively as ticket agent, station agent, train dispatcher, and chief train dispatcher, until entering the United States Army as captain in 1918. He served overseas in the Signal Corps and the Transportation Corps, becoming assistant to general superintendent, 16th Grand Division, France, and advancing to assistant general superintendent of that division and major in the Railroad Trans-



Raymond J. Littlefield

portation Corps. Upon his discharge in 1919, Mr. Littlefield returned to the B. & M. as assistant trainmaster, advancing to trainmaster and general agent in 1920 and to assistant superintendent in 1923. In 1925, he went with the Boston & Maine Transportation Company as superintendent of

highway operations, and was promoted to manager of that company's motor coach service in 1926. Mr. Littlefield joined the Pennsylvania as supervisor of motor service in 1930, then, from 1934 to 1936, served as regional director of research for the Association of American Railroads, after which he returned to the Pennsylvania as superintendent of motor service and held the latter post until his recent advancement became effective.

J. W. Ewalt, assistant general real estate agent of the Pennsylvania, with headquarters at Philadelphia, Pa., has been appointed real estate agent at New York, succeeding **N. J. Aydelotte**, who has been transferred to Philadelphia.

C. E. Thrasher, whose appointment as general freight claim agent of the Baltimore & Ohio, with headquarters at Baltimore, Md., was announced in the June 8 *Railway Age*, was born on August 25, 1891, at Mt. Savage, Md., and began his railway career in 1901 as an office boy for the B. & O., then serving successively as messenger boy and yard clerk until 1907. During 1908, he went with the Cincinnati, Hamilton & Dayton (now part of the B.



C. E. Thrasher

& O.) as tariff clerk, returning to the Baltimore & Ohio later that year as telegrapher. Mr. Thrasher was advanced to agent-operator in 1915, then relief agent in 1920, and supervising agent in 1921. In 1937 he was named supervisor freight claim prevention, and promoted to assistant general freight claim agent in 1939, the post he held at the time of his recent advancement.

W. H. Nickels, a bureau head in the statistical division of the accounting department of the Chicago, Milwaukee, St. Paul & Pacific, has been promoted to freight auditor, with headquarters as before at Chicago, succeeding **W. F. Miller**, whose death on May 30 was reported in the *Railway Age* of June 15.

OPERATING

Robert P. Gribben, whose retirement as superintendent of freight transportation of the New York Central, with headquarters at Cleveland, Ohio, was announced in the June 8 issue of *Railway Age*, was born on September 10, 1878, at Cleveland, and entered railroading in 1897 with the

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Lake Shore & Michigan Southern (now the New York Central). In 1914 he joined the New York Central as chief clerk to superintendent freight transportation, advancing to chief supervising agent in May, 1920, and to assistant superintendent freight transportation at Cleveland in July, 1920. In 1939, Mr. Gribben was promoted to the post from which he recently retired.

T. C. Johnson has been appointed assistant superintendent, Carolina division, of the Seaboard Air Line, with headquarters at Savannah, Ga.

J. Christensen has been appointed superintendent of dining and sleeping cars of the Minneapolis, St. Paul & Sault Ste. Marie, with headquarters at Minneapolis, Minn., succeeding **F. M. Christen**, who has retired.

The New York, New Haven & Hartford has announced a number of promotions and appointments in the operating department: **Stanley F. Mackay**, from manager of transportation to general manager; **Paul R. Goulett**, from superintendent New Haven division to assistant general manager, succeeding **D. F. Willey**, whose advancement is noted elsewhere in these columns; **Edward C. Weis**, from traveling secretary to vice-president to office assistant to general manager; **G. Marks**, from assistant to general manager to manager, stations and transfers; **William P. Libby, Jr.**, from office assistant to vice-president to assistant manager stations and transfers; **Herbert E. Bixler**, from transportation assistant to general superintendent of transportation; all with headquarters unchanged at New Haven, Conn. Also, **William A. Hurley**, assistant general superintendent, has been named assistant to general manager, with headquarters as before at Boston, Mass.; **H. M. Simms**, advanced from superintendent of restaurants to general superintendent dining service, Boston; **Benjamin F. Bardo**, from superintendent Providence division, Providence, R. I., to superintendent New Haven division, New Haven, succeeding Mr. Goulett; **William E. Mullins**, from superintendent Boston division, Boston, to superintendent at Providence, succeeding Mr. Bardo; **William S. Carr**, from manager dining service at Boston to superintendent there, succeeding Mr. Mullins; **Richard J. Duggan**, from assistant superintendent, New Haven division, at New Haven, to superintendent New York terminals, New York, reporting to Mr. Bardo; and **F. F. Powers**, from terminal trainmaster, Hartford division, at Hartford, Conn., to supervisor yard operation, with headquarters at New Haven.

TRAFFIC

Harold V. McCoy has been appointed freight traffic agent of the Central of Georgia with headquarters at Macon Ga., succeeding **R. L. Nall**, who has been promoted.

Donald W. Clark has been appointed general agent of the Pere Marquette, with headquarters at Cleveland, Ohio, succeeding **H. A. Leech**, who has been transferred to Pittsburgh, Pa., as general agent for

the Chesapeake & Ohio and the Pere Marquette, succeeding **T. A. Burtis**, deceased.

Samuel G. Williams, assistant to the vice-president of the American Barge Line Company, with headquarters at Pittsburgh, Pa., has been appointed assistant to freight traffic manager of the Atlantic Coast Line, with headquarters at Jacksonville, Fla. Mr.



Samuel G. Williams

Williams was born on December 15, 1909, at Charleston, S. C., and was graduated from Yale university in 1932, becoming associated with the Bull Steamship Line later that year as commercial agent at Charleston. He was advanced to traveling freight agent at Jacksonville in August, 1936, and returned to Charleston as general agent in September, 1936. He went with the American Barge Line as division freight agent at New Orleans, La., in 1941, and in 1942 was appointed assistant to the vice-president at Pittsburgh, where he remained until he joined the A. C. L.

Thomas G. Kees, whose promotion to freight traffic manager, sales and service, of the Chicago Great Western was reported in the *Railway Age* of June 8, was born at Evanston, Ill., on February 6, 1901, and



Thomas G. Kees

attended the Walton School of Commerce. He entered railway service on December 14, 1920, as an assistant rate clerk on the Great Western, being promoted to district passenger agent in June, 1925, and to general agent at New York in January, 1935.

On January 1, 1943, Mr. Kees was advanced to eastern traffic manager, with the same headquarters, and in June of the same year he was promoted to assistant to the vice-president, with headquarters at Chicago. He was holding the latter position at the time of his new appointment.

Malcolm M. Hanning, general agent of the Illinois Central at Nashville, Tenn., has been promoted to district traffic agent, with headquarters at Clarksdale, Miss., succeeding **James B. Bullard**, who has been transferred to West Point, Miss. **Albert M. Traylor** has been appointed general agent, with headquarters at Nashville, replacing Mr. Hanning.

Joel L. Cook, traffic manager of the St. Louis Southwestern at St. Louis, Mo., has been promoted to general traffic manager, with the same headquarters, succeeding **William F. Murray**, who has retired after 45 years of service. **Walter G. Degelow**, general freight agent, has been advanced to traffic manager, replacing Mr. Cook.

Edward H. Riecks, whose appointment as general passenger agent of the Baltimore & Ohio, with headquarters at Baltimore, Md., was announced in the May 25



Edward H. Riecks

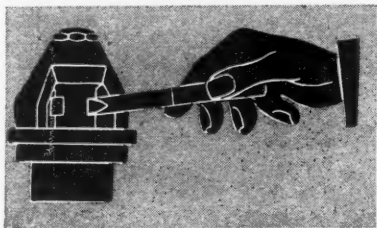
Railway Age, was born at Washington, D. C., on July 13, 1905, and was graduated from George Washington university. He began his railway career in 1923 as a clerk-stenographer for the B. & O. at Washington, where he advanced successively to reservation clerk in 1924, chief clerk in 1925, assistant city ticket agent in 1928, and city passenger agent in 1929. Mr. Riecks was named division passenger agent there in 1936, then assistant general passenger agent in 1942. He was transferred to Baltimore in 1944, and held the post of assistant general passenger agent there until his recent promotion.

H. E. Benson, assistant freight traffic manager of the Minneapolis, St. Paul & Sault Ste. Marie at Minneapolis, Minn., has been promoted to freight traffic manager, with the same headquarters, succeeding **Robert N. Golden**, assistant general traffic manager, who has retired. The position of assistant general traffic manager has



HSC

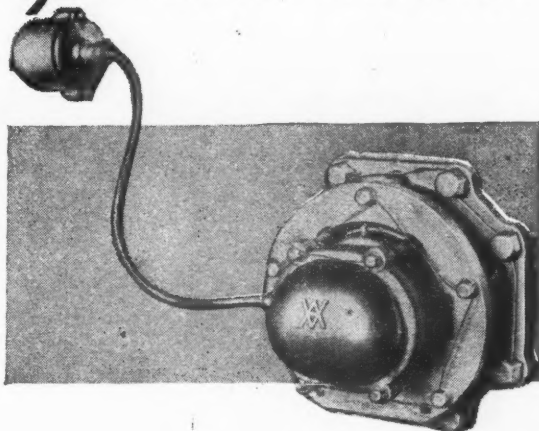
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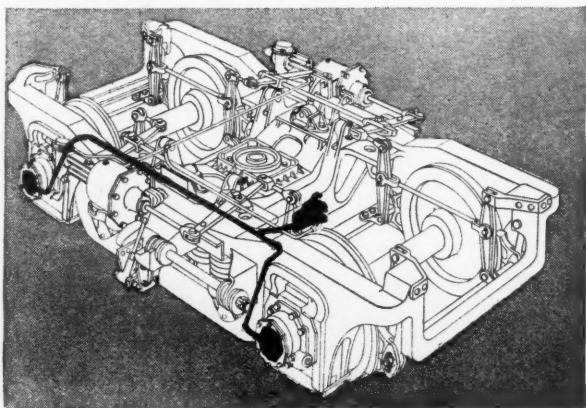
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been abolished. **Ben G. Spears**, assistant general freight agent at Duluth, Minn., has been advanced to general freight agent, with headquarters at Minneapolis, replacing Mr. Benson. The position of assistant freight traffic manager also has been abolished. **E. J. Olsen**, commercial agent at Duluth, has been promoted to assistant general freight agent, with the same headquarters, relieving Mr. Spears. **F. A. Waterhouse**, division passenger agent at Minneapolis, has retired.

C. W. Wells, freight traffic manager of the Central region of the Canadian National, with headquarters at Toronto, Ont., has been appointed assistant general freight traffic manager, a new position with system jurisdiction and having headquarters at Montreal, Que. **J. A. Argo**, general freight agent at Toronto, succeeds Mr. Wells as freight traffic manager there.

Richard P. Starr, whose promotion to western traffic manager of the Great Northern, with headquarters at Seattle, Wash., was reported in the *Railway Age* of June 8, was born at Butte, Mont., on June 15, 1902. He entered the service of the Great Northern on April 1, 1934, as a traveling freight agent, with headquarters at Seattle,



Richard P. Starr

and on October 10, 1935, he was advanced to general agent at Tacoma, Wash. Three years later Mr. Starr was promoted to assistant general freight agent, with headquarters at Seattle, and on December 1, 1945, he became general freight agent at Seattle, the position he held at the time of his new appointment.

Eugene Mock, whose promotion to chief traffic officer of the Missouri Pacific was reported in the *Railway Age* of June 8, and whose election as vice-president was reported in the June 15 issue, was born at Coatesville, Mo., on May 17, 1878. He entered railway service on June 1, 1895, as a telegraph operator on the Keokuk & Western (now part of the Chicago, Burlington & Quincy) at Cambria, Iowa, and in 1898 he joined the accounting department of the Burlington. Later he went with the St. Joseph & Grand Island (now the Union Pacific) at St. Joseph, Mo. In 1901 Mr. Mock went with the traffic department of the Chicago, Rock Island & Pacific, and one year later he became auditor of the St. Louis & Gulf (now part of the St. Louis-

San Francisco). He served with the Midland Valley from 1904 to 1920 as chief clerk and as traffic manager, with the exception of a four-year period when he was connected with the Oklahoma Coal Operators' Association at McAlester, Okla., and in 1920 he became assistant general freight



Eugene Mock

agent of the Missouri Pacific, with headquarters at St. Louis, Mo. In 1924 Mr. Mock was promoted to general freight agent and on November 15, 1932, he was advanced to assistant to the vice-president, traffic. In June, 1944, he was promoted to general freight traffic manager, the position he held at the time of his new appointment.

George R. Gregg, whose promotion to general traffic manager of the Chicago Great Western, with headquarters at Chicago, was reported in the *Railway Age* of June 8, was born at Stansberry, Mo., on February 22, 1892. He entered railway service in 1911 as a clerk in the mechanical department of the Wabash at Moberly, Mo., and two years later he went with the Southern Pacific where he served in various clerical capacities at San Francisco, Cal., and Oakland. In 1917 he was granted a leave of absence to enter the armed forces and serve through World War I, returning

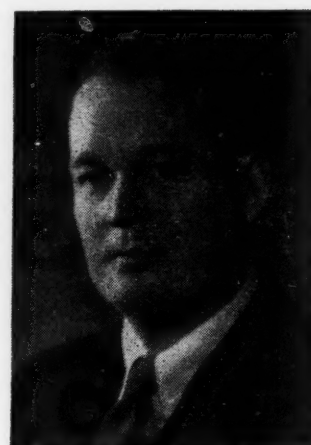


George R. Gregg

to that road in 1919. In 1923 he was appointed traveling freight agent of the Wheeling & Lake Erie, with headquarters at St. Louis, Mo., and one year later he

went with the Great Western in the same capacity and with the same headquarters. On April 1, 1926, Mr. Gregg was promoted to general agent, with headquarters at St. Louis, later being transferred to Cincinnati, Ohio, and to Kansas City, Mo. In October, 1933, he became assistant general freight agent at Kansas City, and on January 1, 1935, he was transferred to Chicago, being at that location at the time of his new appointment.

John R. Staley, whose promotion to general freight traffic manager of the Missouri Pacific was reported in the *Railway Age* of June 8, was born at Ferguson, Mo., on June 8, 1901, and entered railway service in 1917 as a clerk in the operating department of the Atlantic Coast Line at Yukon, Fla. On April 1, 1919, he became a clerk in the Southern Weighing and Inspection Bureau at Jacksonville, Fla., later serving as third demurrage clerk and as a traveling inspector for the Western Weighing and Inspection Bureau at Decatur, Ill. In April, 1923, he was appointed assistant tariff compiler for the Southwestern Freight Bureau at St. Louis, later serving successively as rate clerk and fourth section clerk in that bureau. In May, 1927, Mr. Staley went



John R. Staley

with the Missouri Pacific as executive clerk in the freight traffic department at St. Louis. In August, 1930, he was advanced to assistant general freight agent and in July, 1934, he was further promoted to general freight agent at St. Louis. In November, 1936, he was advanced to assistant freight traffic manager in charge of solicitation, and in 1941 he was promoted to freight traffic manager, the position he held at the time of his new appointment.

Charles H. Campbell, assistant traffic manager of the Illinois Central at St. Louis, Mo., has been promoted to assistant freight traffic manager, with headquarters at Chicago, a newly-created position. **John D. Cameron**, general traffic agent at Omaha, Neb., has been advanced to assistant traffic manager, with headquarters at St. Louis, succeeding Mr. Campbell, and **Monroe J. Flicker**, assistant foreign freight traffic manager at Chicago, has been promoted to general traffic agent, with headquarters at Omaha, replacing Mr. Cameron.

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Edward W. Bergstrom, whose promotion to general freight agent of the Great Northern was reported in the *Railway Age* of June 8, was born at St. Paul, Minn., on March 17, 1904, and attended the University of Minnesota. He entered railway service



Edward W. Bergstrom

in May, 1920, as an office boy on the Great Northern, subsequently holding various minor positions until April 1, 1935, when he was advanced to assistant to the freight traffic manager, with headquarters at St. Paul. Two years later he was promoted to city freight agent, with the same headquarters and on November 1, 1942, he became special traffic representative, also at St. Paul. On June 1, 1945, Mr. Bergstrom was promoted to assistant general freight agent, the position he held at the time of his new appointment.

ENGINEERING & SIGNALING

William M. Thompson, whose retirement as assistant general manager of communications department for the Canadian Pacific, with headquarters at Montreal, Que., was announced in the June 8 issue of *Railway Age*, began his career as a telegrapher for the Canadian Pacific in 1902. He served as a telegraph agent at western points of the system, then advanced to chief operator at Winnipeg, Man., and transferred to Montreal, where he rose to superintendent of traffic and superintendent of communications. Mr. Williams also held similar posts at Toronto, Ont., before his promotion four years ago to assistant general manager.

William S. McFetridge, consulting engineer of the Bessemer & Lake Erie, with headquarters at Greenville, Pa., has retired. Mr. McFetridge was born at Oil City, Pa., on September 10, 1873, and attended Lafayette college, Easton, Pa. He entered railway service in June, 1892, as a clerk of the car service department of the Pittsburgh, Shenango & Lake Erie (now the B. & L. E.), later serving as assistant engineer, with headquarters at Greenville. He subsequently served as assistant engineer of the Pittsburgh & Conneaut Dock Company, chief engineer and superintendent of the Parral & Durango in Mexico, assistant chief engineer of the Little Kanawa Syndicate Lines, with headquarters at Parkersburg, W. Va.,

locating engineer of the Western Allegheny at New Castle, Pa., chief engineer and treasurer of the Dome Lake Reservoir Company, Sheridan, Wyo., engineer of construction of the Northern Main Seaport (now the Bangor & Aroostook), LaGrange, Me., and engineer of the Conneaut Lake Park Company, Exposition Park, Pa. In October, 1909, Mr. McFetridge returned to the B. & L. E., as assistant engineer at Greenville, and was promoted to valuation engineer in 1913. Four years later he was advanced to the position of principal assistant engineer, in which capacity he served until September, 1943, when he was advanced to the position of consulting engineer, the position he held at the time of his retirement.

D. L. Howard, whose appointment as assistant general manager of the communications department of the Canadian Pacific, with headquarters at Montreal, Que., was announced in the June 8 issue of *Railway Age*, began his career with that road at Montreal in 1906. He later served at various points on the western lines, ad-



D. L. Howard

vancing to superintendencies at Calgary, Alta., and Vancouver, B. C., and, in 1926, to the position of superintendent of traffic, western lines, at Winnipeg, Man. In 1931, Mr. Howard returned to Montreal as assistant to the general manager, and in 1942, was promoted to assistant manager of western lines at Winnipeg, which post he held until his recent appointment.

MECHANICAL

H. G. Woodson has been appointed office assistant to the general mechanical superintendent of the New York, New Haven & Hartford, with headquarters at New Haven, Conn.

Oscar N. Schoppert, whose retirement as master car builder of the Western Maryland, with headquarters at Hagerstown, Md., was announced in the June 15 issue of *Railway Age*, was born on May 22, 1881, at Piedmont, W. Va., and entered railroad-ing in 1901 as a car repairman for the Western Maryland at Ridgeley, W. Va. He was advanced successively to clerk in 1912, chief clerk to master car builder in 1914, traveling car inspector in 1921, and

assistant to master car builder at Cumberland, Md., in 1923. Mr. Schoppert then became general car foreman at Cumberland, maintaining this post until 1935, when he was appointed to the position from which he recently retired.

J. A. Peters, assistant master mechanic of the Southern Pacific, at Tucson, Ariz., has been promoted to master mechanic, with the same headquarters, succeeding **N. L. McCracken**, who has been transferred to Los Angeles, Cal., where he replaces **F. W. Kubler**, who becomes master mechanic at San Diego, Cal., where he replaces **T. F. O'Connell**, assistant master mechanic, who has retired.

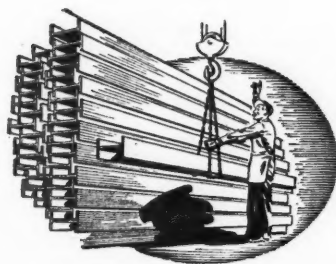
K. D. Read, assistant superintendent of shops on the New York Central, at West Albany, N. Y., has been appointed superintendent of shop, locomotive department, at Beech Grove, Ind. **M. W. McMahon**, assistant to general superintendent of motive power at New York, has been appointed assistant superintendent of shop, locomotive department, at Beech Grove. **L. R. Raether**, chief electrical and Diesel supervisor at Detroit, Mich., has been appointed superintendent of Diesel shop, at Niles, Mich.

PURCHASES and STORES

A. S. Macdonald, whose retirement as general storekeeper of the Canadian Pacific, with headquarters at Montreal, Que., was announced in the *Railway Age* of June 8, entered railroad service in 1905 as a clerk in the stores department of the C. P. R. In 1907, he was appointed general store foreman at Winnipeg, Man., advancing to district storekeeper at Vancouver, B. C., in 1917. He also served at Winnipeg as district storekeeper. In January, 1932, he became assistant general storekeeper at Winnipeg, and in March of that year was transferred to Montreal as assistant general storekeeper, Eastern lines. Mr. Macdonald was promoted to general storekeeper, Eastern lines, the position from which he recently retired, in June, 1940.

OBITUARY

George C. Fish, assistant general manager of the South-Central district of the Union Pacific, whose death on June 9 was reported in the *Railway Age* of June 15, was born at Claysville, Pa., on February 18, 1900. He entered railway service in June, 1919, as a clerk-warehouseman on the Union Pacific at West Yellowstone, Mont., subsequently holding various minor positions until October, 1936, when he was promoted to safety agent, with headquarters at Los Angeles, Cal. On June 15, 1939, Mr. Fish was advanced to trainmaster at Las Vegas, Nev., and in July, 1941, he became assistant to the general manager of the South-Central district, with headquarters at Salt Lake City, Utah. Later in the same year he was advanced to superintendent of the Utah division, with the same headquarters, being transferred to Los Angeles in 1942. On April 1 of this year he was promoted to the position he held at the time of his death.



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			Principal and helper	Light	Loaded (thousands)	Per cent loaded	Gross excl. locos. & tenders	Net-rev. and non-rev.	Serviceable		B. O.	Per cent B. O.		
									Unstored	Stored				
New England Region:														
Boston & Albany	1946	362	166,740	183,756	23,646	3,757	64.5	239,259	98,809	62	..	22	26.2	
1945	362	185,401	214,964	36,886	4,548	59.1	310,473	125,392	74	..	18	19.6		
Boston & Maine	1946	1,752	357,409	380,888	20,923	14,235	68.7	894,856	382,817	114	1	16	12.2	
1945	1,777	417,184	456,791	32,498	16,476	65.0	1,096,142	478,246	148	1	19	11.3		
N. Y., New H. & Hartf.†	1946	1,815	412,953	597,112	44,515	16,426	73.4	943,386	417,283	200	29	43	21.3	
1945	1,815	564,895	741,724	52,567	22,262	69.1	1,362,219	606,915	250	6	28	16.3		
Great Lakes Region:														
Delaware & Hudson	1946	846	307,246	382,489	42,405	13,620	64.5	995,587	518,486	128	58	25	11.8	
1945	846	339,762	472,356	53,206	16,130	67.9	1,141,064	602,575	148	35	37	16.8		
Del., Lack. & Western	1946	971	341,409	383,155	47,617	14,707	71.6	946,284	441,585	121	30	22	12.7	
1945	971	399,335	487,274	89,512	18,306	69.7	1,204,164	569,569	153	8	40	19.9		
Erie	1946	2,242	776,277	824,224	64,956	37,814	67.3	2,444,030	1,062,119	265	54	70	18.0	
1945	2,243	1,027,766	1,116,886	77,567	50,463	65.4	3,329,323	1,468,666	337	5	60	14.9		
Grand Trunk Western	1946	1,026	253,903	262,415	1,970	8,231	68.8	514,540	222,677	62	1	13	17.1	
1945	1,026	297,774	307,391	3,040	10,654	71.2	661,793	305,480	63	1	17	21.0		
Lehigh Valley	1946	1,242	322,279	358,181	51,754	14,550	68.4	986,571	483,528	109	29	31	18.3	
1945	1,247	497,408	541,929	69,509	21,809	63.2	1,544,737	743,053	150	..	19	11.2		
New York Central	1946	10,328	3,492,026	3,751,394	246,741	130,297	63.0	9,029,007	4,161,641	1,015	19	363	26.0	
1945	10,331	3,840,322	4,138,204	266,877	146,313	63.5	10,175,702	4,738,398	1,139	10	237	17.1		
New York, Chi. & St. L.	1946	1,656	629,640	638,373	9,031	25,052	69.2	1,588,001	706,914	148	16	24	12.8	
1945	1,656	863,615	883,899	14,351	35,953	69.4	2,324,044	1,096,491	182	1	17	8.5		
Pere Marquette	1946	1,915	395,535	404,351	10,536	12,722	65.1	874,155	404,904	132	6	22	13.8	
1945	1,915	481,514	497,481	11,932	16,956	66.0	1,156,960	551,060	146	..	21	12.6		
Pitts. & Lake Erie	1946	229	108,021	110,069	..	4,167	62.1	354,757	202,502	28	..	18	39.1	
1945	229	97,622	99,796	271	4,289	62.6	364,633	209,256	28	..	16	36.4		
Wabash	1946	2,381	677,364	695,317	18,217	23,716	70.8	1,508,887	673,148	164	10	36	17.1	
1945	2,381	782,198	801,467	19,143	30,217	71.5	1,952,503	923,966	175	..	37	17.5		
Central Eastern Region:														
Baltimore & Ohio	1946	6,103	2,129,144	2,654,836	300,232	74,730	65.7	5,324,379	2,666,299	836	34	294	25.3	
1945	6,096	2,439,938	3,000,737	311,743	86,114	65.0	6,211,562	3,117,228	987	3	182	15.5		
Central of New Jersey†	1946	649	181,856	215,334	51,177	7,107	68.5	519,702	277,314	94	..	50	34.7	
1945	654	236,890	278,454	64,579	9,325	63.8	674,789	341,075	123	3	27	17.6		
Chicago & Eastern Ill.	1946	910	202,834	205,201	4,295	5,775	69.2	393,257	197,452	61	1	18	22.5	
1945	912	252,459	254,978	5,909	7,390	65.5	504,767	240,775	68	2	10	12.5		
Elgin, Joliet & Eastern	1946	392	126,939	131,450	3,164	3,710	65.6	285,712	153,301	49	..	22	31.0	
1945	392	143,228	148,214	4,421	4,239	67.2	323,315	174,960	65	..	10	13.3		
Long Island	1946	372	37,018	39,149	17,150	466	56.2	32,996	14,005	52	..	3	5.5	
1945	372	38,341	40,158	17,283	461	57.8	32,013	13,692	47	..	3	6.0		
Pennsylvania System	1946	10,033	4,177,973	4,866,391	637,194	162,373	66.2	11,255,019	5,497,846	1,855	50	300	13.6	
1945	10,024	4,791,773	5,616,355	735,010	188,547	63.8	13,430,616	6,512,046	2,050	..	177	7.9		
Reading	1946	1,361	569,611	630,686	74,734	19,147	65.6	1,486,774	824,602	260	6	52	16.4	
1945	1,365	643,502	721,258	84,478	22,042	67.9	1,643,719	905,172	283	8	41	12.3		
Pocahontas Region:														
Chesapeake & Ohio	1946	3,045	1,199,923	1,311,637	66,660	56,366	57.9	4,834,173	2,801,335	464	1	67	12.6	
1945	3,035	1,166,139	1,264,910	58,447	54,059	57.2	4,610,329	2,598,663	471	5	69	12.7		
Norfolk & Western	1946	2,139	789,242	847,098	66,926	36,993	59.3	3,166,643	1,734,093	248	57	26	7.9	
1945	2,132	872,400	953,775	76,735	40,546	60.1	3,426,534	1,855,085	305	5	11	3.4		
Southern Region:														
Atlantic Coast Line	1946	5,552	1,249,558	1,264,641	17,572	31,073	62.2	2,087,491	901,422	397	8	28	6.5	
1945	5,557	1,344,164	1,369,606	17,903	37,215	62.9	2,498,009	1,100,347	404	4	31	7.1		
Central of Georgia†	1946	1,783	328,628	335,290	7,105	8,321	73.9	522,421	248,895	95	..	7	6.9	
1945	1,783	406,632	422,838	7,452	10,209	69.3	677,889	321,471	91	..	16	15.0		
Gulf, Mobile & Ohio	1946	1,931	355,281	436,435	3,545	11,851	73.0	761,696	362,829	109	2	12	9.8	
1945	1,932	292,697	375,917	2,060	11,176	81.1	673,576	340,176	109	3	8	6.7		
Illinois Central (incl. Yazoo & Miss. Vv.)	1946	6,605	1,557,448	1,567,271	57,225	56,769	64.7	3,952,044	1,877,480	611	21	83	11.6	
1945	6,606	1,671,682	1,700,581	32,120	65,619	66.4	4,438,560	2,118,724	657	3	57	7.9		
Louisville & Nashville	1946	4,748	1,571,005	1,709,123	48,413	41,074	63.3	2,964,183	1,514,759	409	12	65	13.4	
1945	4,746	1,604,281	1,741,786	46,948	42,048	65.7	2,980,910	1,543,104	421	3	62	12.8		
Seaboard Air Line*	1946	4,139	989,883	1,046,519	17,555	28,966	67.1	1,894,380	820,301	279	..	51	15.5	
1945	4,163	1,045,460	1,113,307	19,682	30,968	68.3	1,996,968	867,293	297	..	36	10.8		
Southern	1946	6,450	2,236,710	2,278,609	39,928	52,127	69.8	3,302,772	1,527,363	645	4	108	14.3	
1945	6,471	2,275,048	2,322,781	42,097	54,919	72.8	3,403,691	1,609,386	614	..	88	12.5		
Northwestern Region:														
Chi. & North Western	1946	8,062	1,130,112	1,168,953	28,908	34,009	64.3	2,339,863	1,071,284	390	7	122	23.5	
1945	8,069	1,090,829	1,135,227	24,745	34,824	69.9	2,328,538	1,096,956	371	10	104	21.4		
Chicago Great Western	1946	1,445	293,669	297,335	14,616	9,052	68.4	600,341	264,332	63	..	17	21.3	
1945	1,445	296,410	306,451	6,417	9,773	73.1	622,894	284,230	72	..	10	12.2		
Chi., Milw., St. P. & Pac.	1946	10,725	1,525,672	1,621,082	66,474	50,261	63.9	3,487,784	1,603,808	512	20	78	12.8	
1945	10,714	1,525,851	1,620,797	75,726	55,160	71.3	3,595,897	1,750,488	499	41	72	11.8		
Chi., St. P., Minneap. & Om.	1946	1,606	239,102	258,938	15,728	6,233	64.9	434,376	193,968	83	1	33	28.2	
1945	1,606	224,661	242,879	13,981	5,982	72.6	402,444	192,055	99	14	20	15.0		
Duluth, Missabe & I. R.	1946	546	28,188	28,250	432	56.5	31,319	14,654	22	17	20	33.9		
1945	546	34,134	34,431	1,260	734	54.0	56,025	29,571	58	2	6	9.1		
Great Northern	1946	8,236	1,194,230	1,199,245	56,260	39,529	59.3	2,895,088	1,251,652	387	45	65	13.1	
1945	8,276	1,212,550	1,212,280	55,638	45,151	71.8	3,001,957	1,440,975	415	27	42	8.7		
Min., St. P. & S. St. M.	1946	4,181	508,471	523,529	11,822	13,817	64.3	946,121	439,626	119	..	11	8.5	
1945	4,259	420,460	429,188	9,843	11,180	68.9	728,509	342,906	127	3	13	9.1		
Northern Pacific	1946	6,576	899,089	965,734	65,323	31,820	66.5	2,243,339	1,070,226	372	12	59	13.3	
1945	6,570	971,402	1,041,1											

Items for the Month of March 1946 Compared with March 1945

Region, road, and year	Freight cars on line			Per Cent B. O.	G.t.m. per train-hr. excl. locos. and tenders	G.t.m. per train-mi. excl. locos. and tenders	Net ton-mi. per train-mile	Net ton-mi. per l'd. car-mile	Net ton-mi. per car-day	Car miles per car-day	Net daily ton-mi. per road-mi.	Coal lb. per 1000 g.t.m. inc. loco.	Mi. per loco. per day	
	Home	Foreign	Total											
New England Region:														
Boston & Albany	1946	322	5,394	5,716	0.4	22,769	1,443	596	26.3	578	34.1	8,805	195	88.0
1945	291	7,928	8,219		.3	21,886	1,682	679	27.6	509	31.2	11,174	167	98.5
Boston & Maine	1946	2,016	12,466	14,482	1.6	37,176	2,510	1,074	26.9	801	43.3	7,048	104	104.1
1945	1,787	13,413	15,200		2.9	39,100	2,635	1,150	29.0	891	47.2	8,682	106	98.3
N. Y., New H. & Hartf.†	1946	2,018	20,306	22,324	2.4	31,307	2,292	1,014	25.4	596	32.0	7,416	93	81.6
1945	2,084	26,587	28,671		2.8	29,339	2,425	1,080	27.3	620	32.9	10,787	95	100.1
Great Lakes Region:														
Delaware & Hudson	1946	2,743	6,896	9,639	5.3	55,489	3,259	1,697	38.1	1,720	70.1	19,770	109	69.9
1945	2,979	9,796	12,775		2.7	48,059	3,379	1,784	37.4	1,551	61.1	22,976	114	80.2
Del., Lack. & Western	1946	4,793	12,809	17,602	4.6	42,904	2,809	1,311	30.0	793	36.9	14,670	117	89.2
1945	5,037	16,709	21,746		3.6	40,836	3,049	1,442	31.1	817	37.7	18,922	128	100.5
Erie	1946	8,223	24,016	32,239	3.7	52,788	3,168	1,377	28.1	1,050	55.6	15,282	98	80.5
1945	9,156	31,787	40,943		2.5	49,998	3,263	1,439	29.1	1,086	57.1	21,122	102	101.8
Grand Trunk Western	1946	3,616	8,208	11,824	4.0	40,512	2,031	879	27.1	623	33.5	7,001	96	123.0
1945	2,254	9,551	11,805		3.4	42,896	2,243	1,035	28.7	833	40.8	9,604	83	131.1
Lehigh Valley	1946	6,502	14,458	20,960	7.0	52,399	3,139	1,539	33.2	749	33.0	12,559	103	82.6
1945	6,067	25,818	31,885		1.6	43,764	3,229	1,553	34.1	757	35.1	19,222	106	123.3
New York Central	1946	53,185	104,919	158,104	4.3	40,996	2,622	1,209	31.9	854	42.5	12,998	110	102.3
1945	41,020	124,795	165,815		2.7	39,524	2,687	1,251	32.4	892	43.4	14,795	106	113.7
New York, Chi. & St. L.	1946	2,167	12,174	14,341	3.6	48,440	2,533	1,128	28.2	1,537	78.7	13,770	88	118.1
1945	1,642	16,054	17,696		1.7	45,826	2,718	1,282	30.5	1,874	88.5	21,359	90	151.8
Pere Marquette	1946	4,618	10,601	15,219	4.9	40,147	2,227	1,032	31.8	829	40.0	6,821	94	89.2
1945	2,200	11,930	14,130		1.8	40,140	2,429	1,157	32.5	1,265	58.9	9,283	92	105.7
Pitts. & Lake Erie	1946	3,182	9,160	12,342	5.5	50,299	3,289	1,877	48.6	599	19.8	28,525	96	81.4
1945	2,562	11,164	13,726		3.6	47,410	3,737	2,144	48.8	557	18.2	29,477	98	84.1
Wabash	1946	5,819	14,616	20,435	4.3	43,790	2,249	1,003	28.4	1,084	53.9	9,120	113	115.4
1945	5,144	16,639	21,783		2.6	45,769	2,512	1,189	30.6	1,360	62.2	12,518	108	129.7
Central Eastern Region:														
Baltimore & Ohio	1946	36,159	53,626	89,785	5.6	31,845	2,560	1,282	35.7	983	42.0	14,093	153	84.7
1945	33,287	64,256	97,543		3.5	29,333	2,613	1,311	36.2	1,092	46.4	16,495	152	94.9
Central of New Jersey†	1946	4,444	14,013	18,457	6.5	33,579	2,984	1,592	39.0	482	18.0	13,784	118	72.3
1945	3,956	16,986	20,942		3.8	30,925	2,891	1,461	36.6	547	23.5	16,823	115	93.5
Chicago & Eastern Ill.	1946	2,253	4,097	6,350	4.7	35,229	1,974	991	34.2	1,008	42.6	6,999	121	88.2
1945	1,649	4,531	6,180		4.2	35,447	2,069	987	32.6	1,334	62.5	8,516	120	108.3
Elgin, Joliet & Eastern	1946	7,580	6,255	13,835	3.0	17,938	2,401	1,288	41.3	334	12.3	12,615	148	86.3
1945	8,095	6,890	14,985		2.2	17,820	2,394	1,295	41.3	362	13.1	14,398	144	95.7
Long Island	1946	43	5,118	5,161	.8	7,131	917	389	30.1	83	4.9	1,214	336	49.6
1945	30	7,464	7,494		.5	6,594	863	369	29.7	66	3.8	1,187	323	53.5
Pennsylvania System	1946	121,125	121,253	242,378	7.2	38,857	2,769	1,353	33.9	736	32.8	17,677	127	87.5
1945	118,785	135,339	254,124		3.4	34,527	2,901	1,407	34.5	808	36.6	20,956	122	99.6
Reading	1946	10,463	26,841	37,304	2.7	32,548	2,615	1,450	43.1	718	25.4	19,545	112	82.2
1945	9,548	29,428	38,976		2.2	34,501	2,557	1,408	41.1	767	27.5	21,391	114	88.7
Pocahontas Region:														
Chesapeake & Ohio	1946	36,239	17,714	53,953	2.1	59,299	4,105	2,379	49.7	1,703	59.2	29,677	79	89.6
1945	34,441	18,182	52,623		1.6	54,844	4,010	2,261	48.1	1,684	61.3	27,620	80	86.5
Norfolk & Western	1946	27,505	7,442	34,947	1.5	64,279	4,065	2,226	46.9	1,539	55.3	26,152	92	96.7
1945	28,053	9,971	38,024		1.4	60,696	3,988	2,159	45.8	1,621	58.9	28,068	93	111.5
Southern Region:														
Atlantic Coast Line	1946	8,777	23,086	31,863	2.0	27,857	1,678	725	29.0	933	51.7	5,257	122	102.5
1945	7,985	23,950	31,935		1.7	30,389	1,867	822	29.6	1,081	58.1	6,387	114	106.0
Central of Georgia†	1946	1,605	7,090	8,695	1.5	29,241	1,594	759	29.9	928	42.0	4,503	142	114.9
1945	1,548	8,617	10,165		1.0	30,327	1,684	799	31.5	1,059	48.5	5,816	137	136.2
Gulf, Mobile & Ohio	1946	1,722	7,496	9,218	1.2	38,471	2,152	1,025	30.6	1,282	57.4	6,061	115	123.0
1945	1,494	6,560	8,054		.9	40,399	2,309	1,166	30.4	1,364	55.3	5,680	115	106.5
Illinois Central (incl. Yazoo & Miss. Vy.)	1946	12,648	39,302	51,950	1.1	42,487	2,614	1,242	33.1	1,140	53.2	9,169	127	78.8
1945	16,171	34,374	50,545		1.2	44,314	2,726	1,301	32.3	1,368	63.8	10,346	116	81.1
Louisville & Nashville	1946	25,888	16,255	42,143	4.8	29,305	1,887	964	36.9	1,166	50.0	10,291	129	123.2
1945	24,797	19,221	44,018		4.4	28,341	1,858	962	36.7	1,161	48.2	10,488	130	125.1
Seaboard Air Line*	1946	5,995	21,667	27,662	2.0	33,664	1,953	846	28.3	989	52.0	6,393	122	113.2
1945	5,301	20,902	26,203		1.8	33,138	1,966	854	28.0	1,080	56.5	6,720	121	118.4
Southern	1946	14,686	33,980	48,666	4.4	25,194	1,498	693	29.3	986	48.2	7,639	145	105.6
1945	14,032	34,368	48,400		2.6	25,068	1,517	717	29.3	1,076	50.5	8,023	148	115.4
Northwestern Region:														
Chi. & North Western	1946	21,184	36,009	57,193	3.3	31,869	2,160	989	31.5	606	29.9	4,286	136	80.6
1945	18,285	30,557	48,842		3.1	34,380	2,208	1,040	31.5	754	34.2	4,385	129	83.1
Chicago Great Western	1946	1,293	5,054	6,347	4.1	33,985	2,061	907	29.2	1,245	62.4	5,901	135	130.7
1945	762	4,627	5,389		2.4	36,491	2,115	965	29.1	1,795	84.4	6,345	128	130.9
Chi., Milw., St. P. & Pac.	1946	23,497	41,942	65,439	1.5	35,172	2,307	1,061	31.9	800	39.2	4,824	122	96.3
1945	17,588	29,878	47,466		2.3	38,120	2,376	1,156	31.7	1,178	52.1	5,270	116	94.8
Chi., St. P., Minneap. & Om.	1946	878	8,519	9,397	7.1	23,595	1,873	836	31.1	648	32.1	3,896	121	79.7
1945	803	6,378	7,181		4.4	26,274	1,845	881	32.1	905	38.8	3,858	113	66.2
Duluth, Missabe & I. R.	1946	15,178	360	15,538	3.8	15,535	1,178	551	33.9	30	1.6	866	193	18.9
1945	15,161	214	15,375		3.5	24,562	1,728	912	40.3	61	2.8	1,747	138	22.5
Great Northern	1946	21,628	27,133	48,761	2.7	37,573	2,455	1,062	31.7	882	47.0	4,902	109	88.6
1945	18,007	15,704	33,711		2.8	40,170	2,488	1,194	31.9	1,438	62.7	5,617	108	90.7
Min., St. P. & S. St. M.	1946	6,421	8,419	14,840	3.9	31,027	1,884	876	31.8	948				

**SERVING THE
RAILROADS
WITH THE FINEST IN
SOUTHERN PINE
AND
HARDWOODS**

- CAR DECKING
- CAR SIDING
- CAR ROOFING
- CAR FRAMING
- CAR LINING
- CROSSING PLANK
- TIMBERS
- GENERAL
MAINTENANCE
LUMBER

**Southern
Pine
Lumber
Company**

Mills: Diboll and Pineland, Texas
Sales Office: Texarkana, Texas

Selected Income and Balance-Sheet Items of Class I Steam Railways

Compiled from 129 reports (Form IBS) representing 133 steam railways
(Switching and Terminal Companies Not Included)

Income Items	All Class I Railways			
	For the month of March		For the three months of	
	1946	1945	1946	1945
1. Net railway operating income	\$20,459,233	\$102,003,625	\$108,706,637	\$249,879,981
2. Other income	13,340,708	14,499,371	39,444,583	44,933,470
3. Total income	* 7,118,525	116,502,996	148,151,220	294,813,451
4. Miscellaneous deductions from income	2,358,799	2,856,879	7,384,236	7,506,137
5. Income available for fixed charges	9,477,324	113,646,117	140,766,984	287,307,314
6. Fixed charges:				
6-01. Rent for leased roads and equipment	6,638,514	12,834,033	28,290,751	37,427,191
6-02. Interest deductions ¹	29,722,270	31,648,983	89,293,399	94,458,290
6-03. Other deductions	117,587	108,458	349,166	321,935
6-04. Total fixed charges	36,478,371	44,591,474	117,933,316	132,207,416
7. Income after fixed charges	* 45,955,695	69,054,643	22,833,668	155,099,898
8. Contingent charges	2,870,504	3,201,352	8,662,422	9,443,291
9. Net income ²	* 48,826,199	65,853,291	14,171,246	145,656,607
10. Depreciation (Way and structures and Equipment)	28,571,367	27,606,415	85,052,765	82,425,653
11. Amortization of defense projects	677,127	19,647,509	1,645,020	57,758,926
12. Federal income taxes	* 23,383,014	107,358,555	24,212,835	280,211,335
13. Dividend appropriations:				
On common stock	21,227,792	6,005,575	41,653,098	24,742,413
On preferred stock	8,303,860	1,977,828	14,785,007	7,318,945
Ratio of income to fixed charges (Item 5÷6-04)		2.55	1.19	2.17

All Class I Railways		
Balance at end of March		
	1946	1945
17. Expenditures (gross) for additions and betterments—Road	\$ 47,531,434	\$ 45,117,546
18. Expenditures (gross) for additions and betterments—Equipment	50,072,288	65,252,012
19. Investments in stocks, bonds etc., other than those of affiliated companies (Total, Account 707)	589,315,714	568,502,366
20. Other unadjusted debits	171,318,579	243,000,276
21. Cash	973,995,392	1,027,134,625
22. Temporary cash investments	1,519,152,460	1,772,293,330
23. Special deposits	179,617,881	210,603,678
24. Loans and bills receivable	464,100	411,074
25. Traffic and car-service balances—Dr.	53,819,233	65,086,431
26. Net balance receivable from agents and conductors	105,077,442	136,706,439
27. Miscellaneous accounts receivable	406,061,013	619,942,106
28. Materials and supplies	616,411,508	613,490,527
29. Interest and dividends receivable	29,077,307	32,628,374
30. Accrued accounts receivable	230,679,173	280,941,551
31. Other current assets	45,472,691	50,931,962
32. Total current assets (items 21 to 31)	4,159,828,200	4,810,170,097
40. Funded debt maturing within 6 months ³	124,475,563	114,757,140
41. Loans and bills payable	10,604,058	11,485,000
42. Traffic and car-service balances—Cr.	126,053,575	179,225,080
43. Audited accounts and wages payable	441,463,276	417,009,877
44. Miscellaneous accounts payable	170,989,761	206,604,736
45. Interest matured unpaid	79,016,093	76,539,965
46. Dividends matured unpaid	16,189,368	14,799,831
47. Unmatured interest accrued	56,884,139	57,724,307
48. Unmatured dividends declared	35,848,630	13,169,127
49. Accrued accounts payable	309,003,338	202,561,678
50. Taxes accrued	665,733,411	1,630,146,929
51. Other current liabilities	124,983,908	130,547,690
52. Total current liabilities (items 41 to 51)	2,036,769,557	2,939,814,220
53. Analysis of taxes accrued:		
U. S. Government taxes	535,104,443	1,492,607,390
Other than U. S. Government taxes	130,628,968	137,539,539
54. Other unadjusted credits	430,121,861	542,976,732

* Decrease or deficit.
¹ Represents accruals, including the amount in default.
² After deduction of the following amounts to create reserves for land grant deductions in dispute: Mar. 1946, \$196,487; Mar. 1945, \$3,914,813; 3 months of 1946, \$755,998; 3 months of 1945, \$10,108,822.
³ Includes payments of principal of long-term debt (other than long-term debt in default) which will become due within six months after close of month of report.
 Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.

Current Publications

PAMPHLETS

The ABC of Good Crating. 16 pages. Issued by the Freight Loading and Container Section, Association of American Railroads, 59 E. Van Buren St., Chicago 5, Ill. Free.

This is one of several publications issued by the Freight Loading and Container Section of the A. A. R. designed to aid railroad employees, shippers and manufacturers with their packaging problems. Other bulletins are "A Guide to Good Construction of Nailed Wooden Boxes", 24 pages, "Packing of Small Articles of Furniture in Corrugated and Solid Fibre-

board Boxes", 12 pages, and "Progress Report No. 1 on Glued Loads", 8 pages.

The Transport Situation in Europe, compiled by the European Central Inland Transport Organization, 40, Grosvenor Square, London, W. 1, England. No. 5, February, 1946, 56 pages. Price, five shillings.

Contains an account of the system for exchange of rolling stock between the countries and zones of continental Europe; also statistics on cars, locomotives and traffic in Belgium, France, Germany (French Zone), Italy, Luxembourg, and the Netherlands; data on electrification of the French railway system and a map of the Italian State Railways.